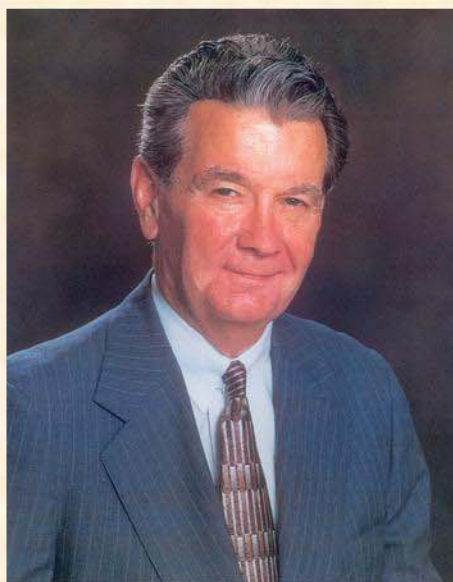


**~STATE HIGHWAYS~
Archive Collection
Hampden County Registry of Deeds**



BRIMFIELD



*Donald E. Ashe, Register
Hampden County Registry of Deeds,
a Division of the Office of
William Francis Galvin, Secretary of the Commonwealth*



1941	STATE LAYOUT PLAN #3396 Route 20, Palmer Rd., east of Palmer line to west of Hollow Rd.
1950	STATE LAYOUT PLAN #3724 Route 19, Wales Rd., Wales town line north about 1200 feet
1951	STATE LAYOUT PLAN #3907 Route 19, Wales Rd., Wales town line north of Mill Lane Rd.
1951	STATE LAYOUT PLAN #3908 Route 19, Wales Rd., alteration over Mill Brook
1952	STATE LAYOUT PLAN #3982 Route 20, Sturbridge Rd., alteration on northerly line near Sturbridge line
1955	STATE LAYOUT PLAN #4386 Route 20, Sturbridge Rd., alteration over channel for Mill Brook
1957	STATE LAYOUT PLAN #4598 Route 20, Palmer Rd., two alterations over Mountain Brook & West Brook
1957	STATE LAYOUT PLAN #4622 Route 20, Sturbridge Rd., relocation of north line at East Brimfield Road
1958	STATE LAYOUT PLAN #4700 Route 20, Sturbridge Rd., Holland Rd. easterly 6400 feet to layout 4759
1958	STATE LAYOUT PLAN #4759 Route 20, Sturbridge Rd., from layout 4700 to Little Alum Pond Rd.



1958	STATE LAYOUT PLAN #4670 Route 20, Sturbridge Rd., Little Alum Pond to Sturbridge line
1959	STATE LAYOUT PLAN #4854 Route 20, Sturbridge Rd., alteration of south line near E. Woerter's property
1960	STATE LAYOUT PLAN #5020 Route 20 Sturbridge Rd., abandonment of portion of 1923 layout at Sturbridge line
1965	STATE LAYOUT PLAN #5473 Route 20, Palmer Rd., alteration at Wales Rd.
1965	STATE LAYOUT PLAN #5474 Route 20, Palmer Rd., alteration of north line at Wales Rd. (Route 20)
1954	STATE LAYOUT PLAN #3 I-90, Mass. Pike, Warren Rd. (Route 67) (Palmer) to Mill Brook Rd. (Brimfield)
1955	STATE LAYOUT PLAN #3-1 I-90, Mass. Pike, alteration of Mill Brook Rd. at West Brimfield Rd.
1955	STATE LAYOUT PLAN #3-2 I-90, Mass. Pike, relocation of Mill Brook Rd.
1955	STATE LAYOUT PLAN #12 I-90 Mass. Pike, Warren line to Sturbridge line
1955	STATE LAYOUT PLAN #26 I-90 Mass. Pike, Mill Brook Rd. to Warren Line



1955	STATE LAYOUT PLAN #31 I-90, Mass. Pike, relocation of Little Alum Pond Rd.
1955	STATE LAYOUT PLAN #62 I-90 Mass. Pike, drainage easement near Little Alum Pond Rd.
1955	STATE LAYOUT PLAN #84 I-90 Mass. Pike, location of drainage easements (7)
1955	STATE LAYOUT PLAN #90 I-90, Mass. Pike, location of channel easement on Quabog River
1956	STATE LAYOUT PLAN #159 I-90, Mass. Pike, taking for microwave installation
1956	STATE LAYOUT PLAN #167 I-90 Mass. Pike, access road to microwave installation off Dunham Brimfield Rd.
1902	Lands taken for State Highway purposes in Brimfield - written description - references Hampden County Registry of Deeds Book 645, Page 457.

1941

Brimfield



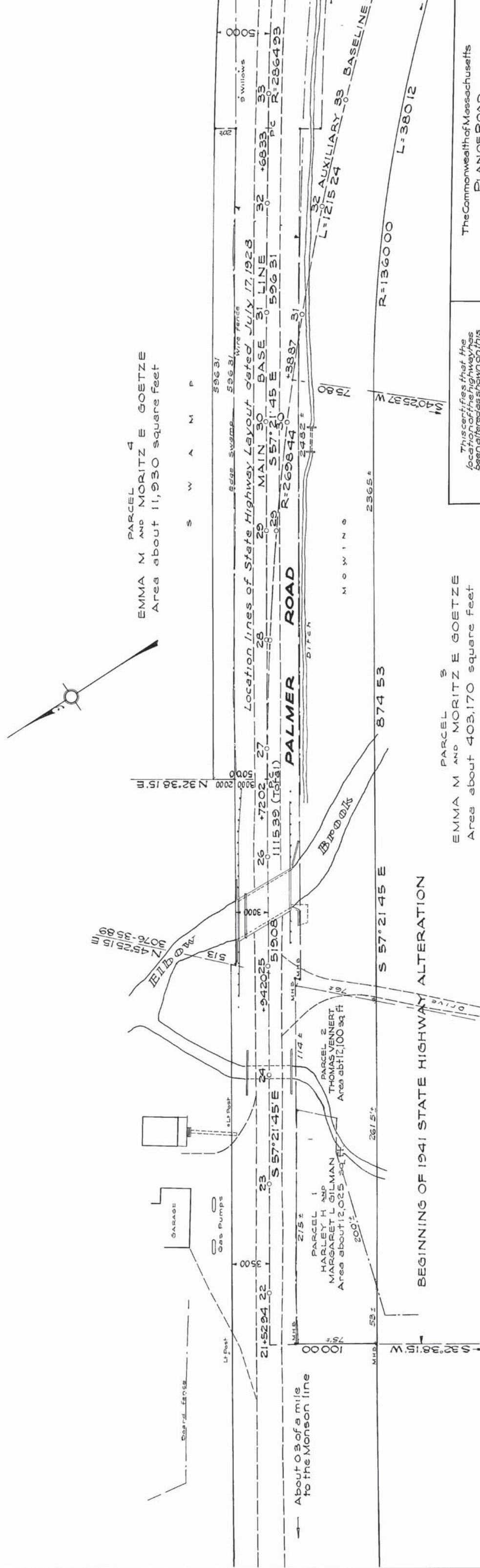
STATE LAYOUT PLAN #3396
Route 20, Palmer Rd., east of Palmer line to west of Hollow Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 20 PAGE 49-50

INDEXING

STATE LAYOUT PLAN #3396

- Image Info SH52001 Brimfield
- Image Info SH52001 Palmer
- Image Info SH52001 Death Hill Road
- Image Info SH52001 Dunhampton Road
- Image Info SH52001 Elbow Brook
- Image Info SH52001 Hollow Road
- Image Info SH52001 Palmer Road
- Image Info SH52001 Route 20
- Image Info SH52001 Steerage Rock Road



The Commonwealth of Massachusetts
PLAN OF ROAD
in the town of
BRIMFIELD
HAMDEN COUNTY
Altered and laid out as State Highway by the
Department of Public Works
JULY 1 1941
Scale 40 feet to the inch
CR. L. L. Gagnon
Chief Engineer

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works July 1, 1941 in accordance with Chapter 81 of the General Laws
William C. Ryan
Fane C. Ryan
S. E. Ryan
Department of Public Works



PARCEL 5

N60°06'55"E
7500.0
225.00

SWAMP

4201.47
PT S 29°53'25"E

Intermediate Bound

+5517
MAIN 40 BASE
L=1373.68

38 R=2864.93
Location lines of State Highway

PARCEL 3
EMMA M AND MORITZ E GOETZE
Area about 403,170 square feet

SWAMP

Willow

WOODS
2-4' PINES OAKS

Boulder

LINE 41

AUXILIARY 40 BASE

PT

38

37 L=1215.24

36

35 R=2698.44

34 R=2624

33

32

46

45

44

43

42 S 31°33'34"E

41

40

39

38

37

36

35

34

33

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150°

140°

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120°

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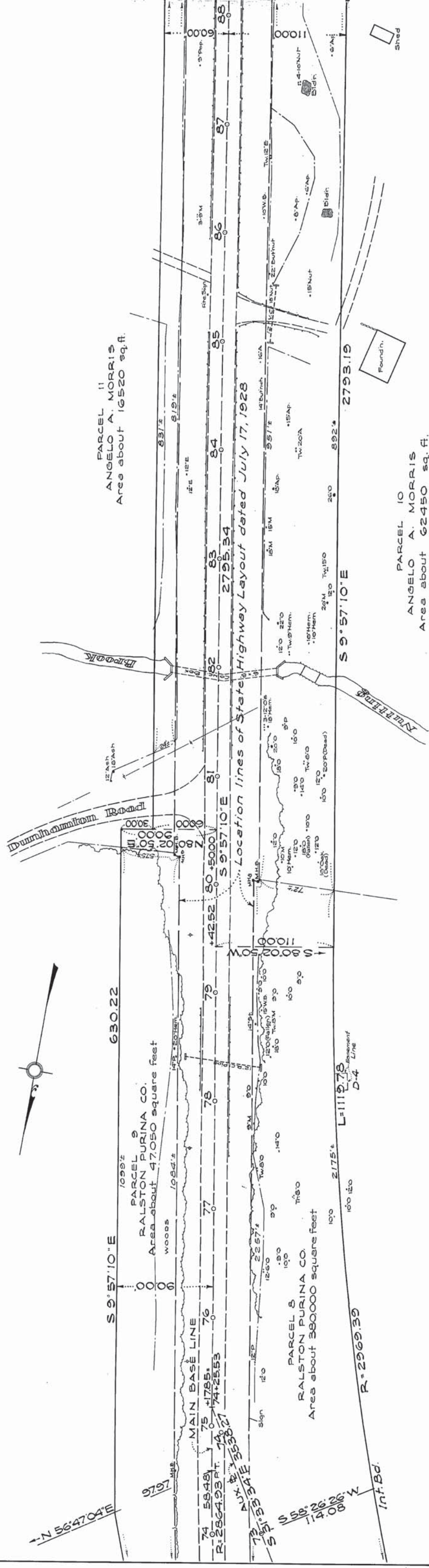
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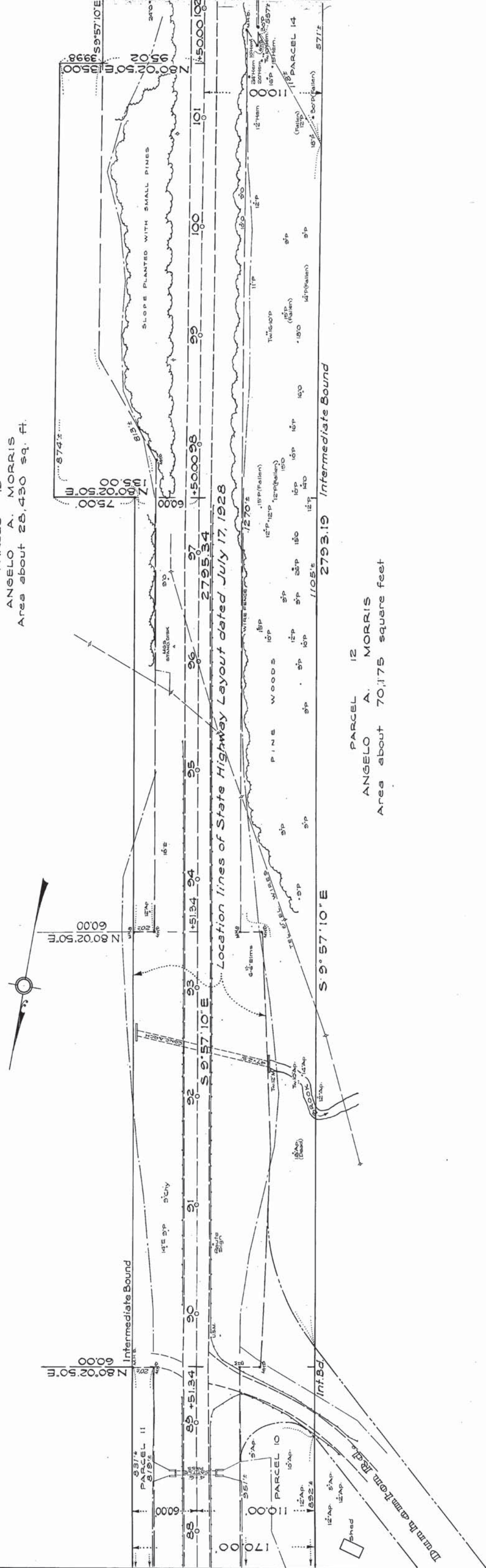
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PARCEL 13
ANGELO A. MORRIS
Area about 28,430 sq. ft.



8/3/4

17

10

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10/02

4

10/11/2011

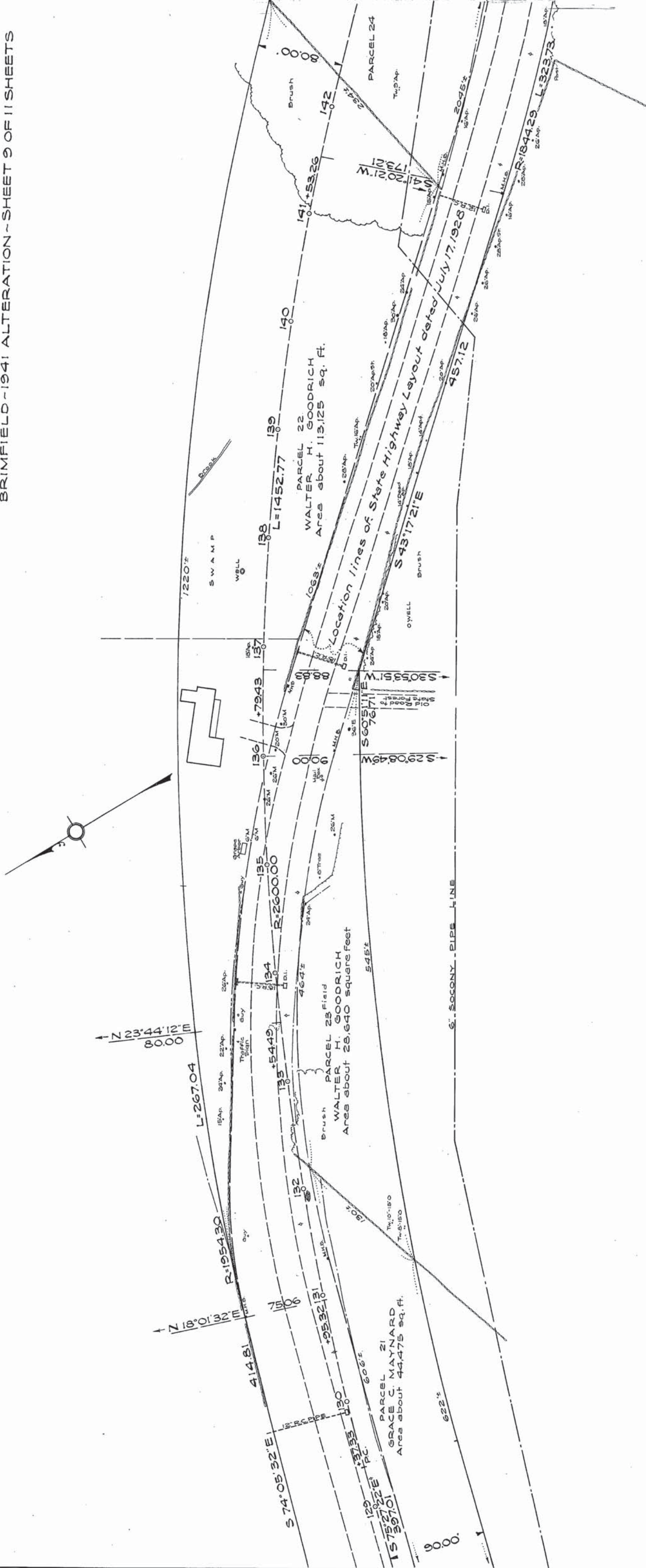
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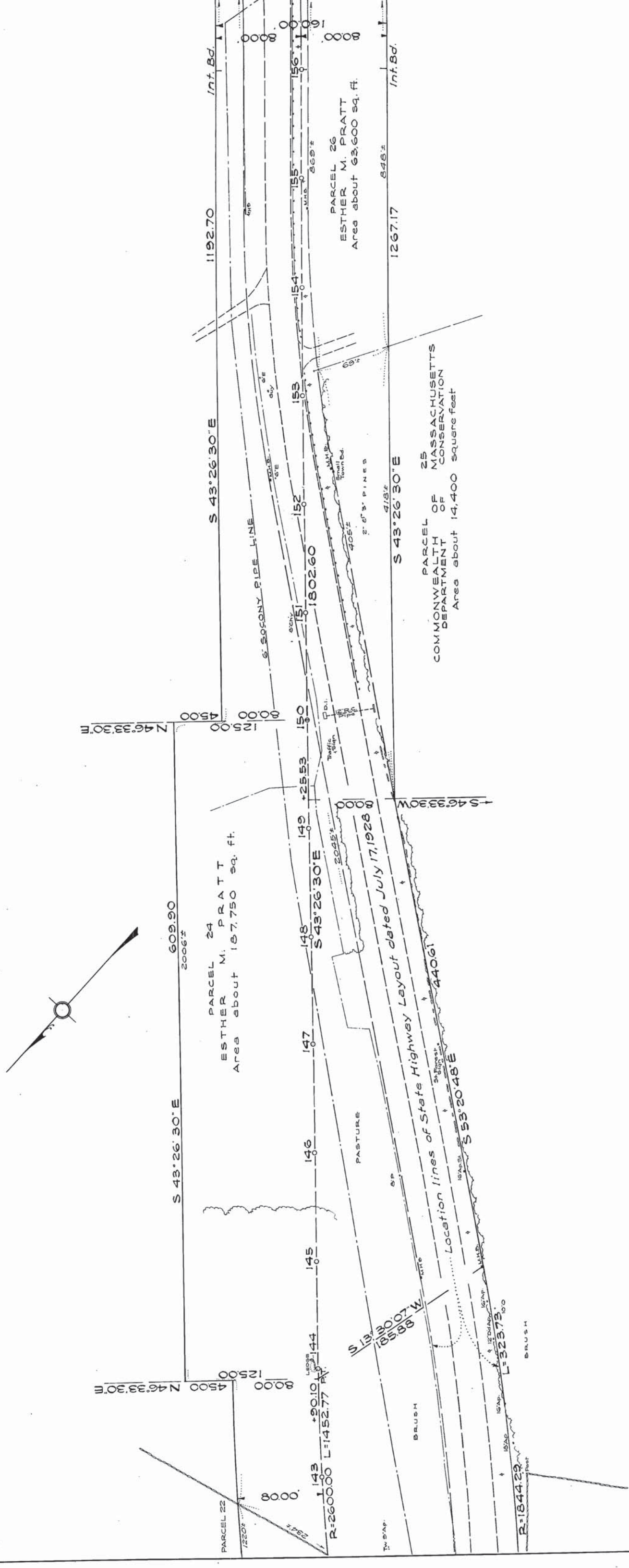
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Filed-July 8, 1941



Brimfield

The Commonwealth of Massachusetts
Department of Public Works
100 Nashua Street, Boston

July 7, 1941.

Mr. Charles M. Calhoun,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of July 1, 1941, alter the location of a section of State highway laid out in Brimfield in the years 1899 and 1928.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Registered Mail.

Secretary.

R-R



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

3396
Layout No. of Taking

WHEREAS, the Massachusetts Highway Commission,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
August 3, 1899, and the Department of Public Works, act-
ing on behalf of said Commonwealth, did, under date of
July 17, 1928,
lay out and take charge of as a State highway a road in the town of BRIMFIELD,
county of Hampden, leading from Brimfield
to Monson, and being known as
Palmer Road,
as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
Town Clerk of said Town of Brimfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening and re-establishing the location of the State highway laid out under date of August 3, 1899 and July 17, 1928, and the section discontinued under date of October 29, 1929, beginning at a point about three-tenths of a mile southeasterly of the dividing line between the towns of Monson and Brimfield, and extending in a general southeasterly direction for about two and two-thirds miles to a point about three-tenths of a mile northwesterly of Hollow Road, so called.

The section of State highway hereby altered and laid out is more fully described as follows:

The main base line of the section of State highway hereby altered and laid out begins at a point on the base line of the aforesaid 1928 State highway layout about 400 feet northwesterly of Elbow Brook, so called, said point being shown on plan as station 21+52.94, and extends thence, following said 1928 layout base line, south 57° 21' 45" east 1115.39 feet; thence by a curve to the right of 2864.93 feet radius 1373.68 feet; thence south 29° 53' 25" east 1819.55 feet; thence by a curve to the right of 2864.93 feet radius 996.92 feet; thence south 9° 57' 10" east 2795.34 feet; thence leaving said 1928 layout base line and extending by a curve to the left of 2000.00 feet radius 2286.50 feet; thence south 75° 27' 22" east 397.01 feet; thence by a curve to the right of 2600.00 feet radius 1452.77 feet; thence south 43° 26' 30" east 1802.60 feet to a point at the end of the alteration, shown on plan as station 161+92.70, said station bearing south 46° 33' 30" west and being 22.00 feet distant from station 163+25.41 of the base line of the aforesaid 1928 State highway layout.

An auxiliary base line begins at a point on the above-described main base line shown on plan as station 26+72.02, and extends thence, leaving said main base line, by a curve to the right of 2698.44 feet radius 1215.24 feet; thence south 31° 33' 34" east 3538.27 feet to a point shown on plan as station 74+25.53, said point being on the above-described main base line at station 75+17.85 thereof.

The northeasterly line of location of the section of State highway hereby altered and laid out begins at a point on the northeasterly location line of the aforesaid 1928 State highway layout, opposite the point of beginning of the above-described main base line shown on plan as station 21+52.94, and extends thence, following said 1928 location line, parallel to said base line and

9° 57' 10" east 2793.19 feet to a point on the line defining the southeasterly end of the third section of the aforesaid 1929 discontinuance, said point bearing south 80° 02' 50" west and being 168.92 feet distant from station 107+40.49 of said main base line; thence following said discontinuance line, as hereby reestablished, south 80° 02' 50" west 30.00 feet to a point again on the aforesaid 1928 location line, bearing south 80° 02' 50" west and 198.92 feet distant from said station 107+40.49; thence following said 1928 location line, as hereby reestablished, south 9° 57' 10" east 135.20 feet to a point bearing south 86° 18' 51" west and 248.06 feet distant from station 109+09.68 of said main base line; thence by a curve to the left of 1095.37 feet radius 109.29 feet to a point bearing south 61° 15' 30" west and 254.70 feet distant from station 109+09.68; thence south 71° 57' 18" east 12.05 feet to a point bearing south 59° 13' 05" west and 246.61 feet distant from said station 109+09.68; thence by a curve to the left (not tangent to the line back) of 1085.37 feet radius 551.56 feet to a point bearing south 34° 56' 18" west and 304.92 feet distant from station 113+31.76 of the above-described main base line; thence north 34° 56' 18" east 60.97 feet to a point bearing south 34° 56' 18" west and 243.95 feet distant from said station 113+31.76; thence southeasterly by a curve to the left, as shown on plan, of 1025.37 feet radius 553.05 feet to a point bearing south 33° 31' 22" west and 136.18 feet distant from station 118+77.83 of said main base line; thence south 75° 27' 22" east 189.33 feet to a point bearing south 28° 35' 26" west and 82.32 feet distant from station 120+50.00; thence leaving said 1928 location line and extending south 63° 07' 57" east 327.72 feet to a point bearing south 19° 36' 31" west and 98.19 feet distant from station 123+63.52; thence south 75° 27' 22" east 229.52 feet to a point bearing south 34° 32' 38" west and 95.78 feet distant from station 126+17.37; thence south 34° 32' 38" west 129.49 feet to a point bearing south 34° 32' 38" west and 225.27 feet distant from said station 126+17.37; thence north 56° 34' 28" east 163.82 feet to a point bearing south 14° 32' 38" west and 90.00 feet distant from station 126+50.00 of the aforesaid main base line; thence parallel to said main base line and 90.00 feet distant therefrom to a point bearing south 29° 08' 49" west and 90.00 feet distant from station 136+00; thence south 60° 51' 11" east 76.71 feet to a point again on the aforesaid southwesterly location line of the 1928 layout, bearing south 30° 53' 51" west and 88.83 feet distant from station 136+79.43 of the aforesaid main base line; thence following said 1928 location line, as hereby reestablished, south 43° 17' 21" east 457.12 feet to a point bearing south 41° 20' 21" west and 173.21 feet distant from station 141+53.26; thence by a curve to the left of 1844.29 feet radius 323.73 feet to a point bearing south 13° 30' 07" west and 185.88 feet distant from station 143+90.10; thence south 53° 20' 48" east 440.61 feet to a point bearing south 46° 33' 30" west and 80.00 feet distant from station 149+25.53; thence leaving said 1928 location line and extending south 43° 26' 30" east 1267.17 feet to a point

bearing south $46^{\circ} 33' 30''$ west and 80.00 feet distant from the point of ending of the above-described main base line shown on plan as station 161+92.70; thence north $46^{\circ} 33' 30''$ east 74.35 feet to a point at the end of the alteration, again on the southwesterly location line of the aforesaid 1928 State highway layout, said point bearing south $46^{\circ} 33' 30''$ west and being 5.65 feet distant from said station 161+92.70.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the alteration, with intermediate bounds as follows:

On the southwesterly location line only: opposite stations 49 and 58 of the above-described auxiliary base line, at a point bearing south $58^{\circ} 26' 26''$ west and 114.08 feet distant from station 73+00 of said base line, and at a point opposite station 97+50 of the above-described main base line.

On the northeasterly location line only: opposite stations 39+55.17 and 109+09.68 of the above-described main base line.

On both location lines: opposite stations 89+51.34 and 156+00.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees located thereon, situated in the town of Brimfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Brimfield which are included in the foregoing description.

It being necessary in the construction and/or reconstruction of the State highway hereinbefore referred to, to construct drainage structures outside of the State highway location to properly drain the highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapters 79 and 83 of the General Laws (Ter. Ed.), an easement in certain parcels of land; the easement taken in Parcel D-1 consisting of a right to enter upon said land at any time for the purpose of constructing, maintaining or repairing a concrete culvert and headwall and to drain water through said culvert from adjacent land;

the easement taken in Parcel D-2 consisting of a right to enter upon said land at any time for the purpose of constructing, maintaining and repairing a pipe culvert and concrete headwall and to drain water through said culvert from adjacent land; the easements taken in Parcels D-3 and D-4 consisting of the right to enter upon the land at any time for the purpose of constructing, maintaining or repairing pipe culverts and a concrete headwall and to discharge water through and from said culverts upon adjacent land. Said parcels of land are described as follows, the stations mentioned being points on the main base line of the 1941 State highway alteration, unless otherwise noted:

Parcel D-1. A parcel of land supposed to be owned by MARCUS I. LAWSON, located on the northeasterly side of Palmer Road, so called, bounded by the northeasterly location line of the 1941 State highway alteration and by the line connecting the following points: opposite station 61+20 and on said location line; opposite station 61+38 and 22 feet from said location line; opposite station 61+55 and 22 feet from said location line; and opposite station 61+74 and on said location line.

Parcel D-2. A parcel of land supposed to be owned by the RALSTON PURINA COMPANY, located on the northeasterly side of Palmer Road, so called, bounded by the northeasterly location line of the 1941 State highway alteration and by the line connecting the following points: opposite station 66+79 and on said location line; opposite station 66+84 and 11 feet from said location line; opposite station 66+94 and 11 feet from said location line; and opposite station 66+99 and on said location line.

Parcel D-3. A parcel of land supposed to be owned by the RALSTON PURINA COMPANY, located on the southwesterly side of Palmer Road, so called, bounded by the southwesterly location line of the 1941 State highway alteration and by the line connecting the following points: opposite station 69+69 of the auxiliary base line of the 1941 State highway alteration and on said location line; opposite station 69+82 of said base line and 12 feet from said location line; opposite station 70+03 of said base line and 12 feet from said location line; and opposite station 70+10 of said base line and on said location line.

Parcel D-4. A parcel of land supposed to be owned by the RALSTON PURINA COMPANY, located on the westerly side of Palmer Road, so called, bounded by the southwesterly location line of the 1941 State highway alteration and by the line connecting the following points: opposite station 78+10 and on said location line; opposite station 78+11 and 12 feet from said location line; opposite station 78+27 and 12 feet from said location line; and opposite station 78+26 and on said location line.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by R. W. Coburn, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of Brimfield Hampden County Altered and laid out as a State Highway by the Department of Public Works July 1, 1941. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
1	Harley H. and Margaret L. Gilman	12,025	\$1.00
2	Thomas Vennert	12,100	1.00
3	Emma M. and Moritz E. Goetze	403,170	1.00
4	Emma M. and Moritz E. Goetze	11,930	1.00
5	William H. and Mary J. Kernan	26,625	1.00
6	Catherine Brown	203,500	1.00
7	Marcus I. Lawson	52,720	1.00
8	Ralston Purina Company	380,000	1.00
9	Ralston Purina Company	47,050	1.00
10	Angelo A. Morris	62,450	1.00
11	Angelo A. Morris	16,520	1.00
12	Angelo A. Morris	70,175	1.00
13	Angelo A. Morris	28,430	1.00
14	Frederic R. and Catherine M. Humpage	33,820	1.00
15	Frederic R. and Catherine M. Humpage	38,880	1.00
16	Frank J. Day	45,570	1.00
17	Frederic R. and Catherine M. Humpage	36,635	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
18	Grace C. Maynard	55,000	\$1.00
19	Grace C. Maynard	11,220	1.00
21	Grace C. Maynard	44,475	1.00
22	Walter H. Goodrich	113,125	1.00
23	Walter H. Goodrich	28,640	1.00
24	Esther M. Pratt	187,750	1.00
26	Esther M. Pratt	63,600	1.00
D-1	Marcus I. Lawson		1.00
D-2	Ralston Purina Company		1.00
D-3	Ralston Purina Company		1.00
D-4	Ralston Purina Company		1.00

All names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners of land taken as aforesaid are hereby required to remove their fences, buildings and other obstructions (not including trees) from the lands so taken before the fifth day of August, 1941.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this first day of July, 1941.

Herman A. Macdonald

Paul C. Ryan

George W. Schryver

) Department

) of

) Public Works

A true copy.

Attest:

Mary A. Riley
Secretary

1950

Brimfield



STATE LAYOUT PLAN #3724
Route 19, Wales Rd., Wales town line north about 1200 feet

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 30 PAGE 133

INDEXING

STATE LAYOUT PLAN #3724

- Image Info SH52002 Brimfield
- Image Info SH52002 Route 19
- Image Info SH52002 Wales Line
- Image Info SH52002 Wales Road

WALES



BEGINNING OF 1950 ALTERATION

BRIMFIELD

ROAD

END OF 1950 ALTERATION



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out as a State Highway by the Department of Public Works on April 18, 1950 in accordance with Chapter 81 of the General Laws.

W. J. Callahan
W. J. Callahan
Shawmut Water
Department of Public Works

The Commonwealth of Massachusetts

PLAN OF ROAD
in the Town of

BRIMFIELD

Altered and laid out as a State Highway by the

Department of Public Works

April 18, 1950

Scale: 40 feet to the inch

W. J. Callahan
Chief Engineer



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No 3724
and Order of Taking

WHEREAS the Massachusetts Highway Commission,
acting on behalf of the Commonwealth of Massachusetts did under date of
September 26, 1901,

lay out and take charge of as a State highway a road in the town of BRIMFIELD,
county of Hampden, leading from Brimfield
to Wales, and being known as
the Wales Road,

as shown on the plans of said State highway on file in the office of the Department of Public
Works copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden at Springfield and in the office of the
Town Clerk of said Town of Brimfield and

WHEREAS it now appears advisable to make certain changes in the location lines of said
State highway

Now THEREFORE acting under the provisions of Chapter eighty one of the General Laws
as appearing in the Tercentenary Edition thereof and acts in amendment thereof and in addi
tion thereto the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway and should
lay out and take charge of said State highway as altered as hereinafter described

The alteration consists of widening the location of the September 26, 1901 State highway layout on Wales Road (and re-establishing the location lines thereof) from the dividing line between the towns of Wales and Brimfield northerly for about 1,175 feet.

The base line of location of the section of State highway hereby altered and laid out is that of the aforesaid 1901 State highway layout as re-run, and begins at a point on the dividing line between the towns of Wales and Brimfield shown on plan as station 0, and extends thence north $2^{\circ} 25' 46''$ west 146.83 feet; thence north $9^{\circ} 09' 31''$ west 1028.52 feet to a point at the end of the alteration shown on plan as station 11+75.35.

The westerly line of location of the section of State highway hereby altered and laid out begins at a point on the dividing line between the towns of Wales and Brimfield marking the southerly end of the westerly location line of the aforesaid 1901 State highway layout, said point bearing south $83^{\circ} 44' 44''$ west and being 25.00 feet distant from the point of beginning of said base line shown on plan as station 0, and extends thence, following said 1901 location line as hereby re-established, parallel to said base line and 25.00 feet distant therefrom to a point at the end of the alteration bearing south $81^{\circ} 45' 04''$ west and 25.00 feet distant from the point of ending of said base line shown on plan as station 11+75.35.

The easterly line of location of the section of State highway hereby altered and laid out begins at a point on the dividing line between the towns of Wales and Brimfield bearing north $83^{\circ} 44' 44''$ east and 50.64 feet distant from the point of beginning of said base line shown on plan as station 0, and extends thence northerly by a curve to the left, as shown on plan, of 2040.00 feet radius 268.65 feet to a point bearing north $79^{\circ} 37' 59''$ east and 44.97 feet distant from station 2+61.28; thence south $79^{\circ} 37' 59''$ west 19.97 feet to a point on the easterly location line of the aforesaid 1901 State highway layout bearing north $79^{\circ} 37' 59''$ east and 25.00 feet distant from said station 2+61.28; thence following said 1901 location line north $9^{\circ} 09' 31''$ west 913.14 feet to a point at the end of the alteration bearing north $81^{\circ} 45' 04''$ east and 25.00 feet distant from the point of ending of said base line shown on plan as station 11+75.35.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the alteration.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways

and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Brimfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being Edward C. and Flora Supernor, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public streets and ways in the town of Brimfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by P. H. Kitfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield Hampden County Altered and laid out as a State Highway by the Department of Public Works April 18, 1950. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by said Edward C. and Flora Supernor in their property by reason of the aforesaid taking the following award is made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Edward C. and Flora Supernor	0.13 acres	\$1.00

The names of owners herein given, although supposed to be correct, are such only as a matter of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove all personal property from the premises on or before the first day of June, 1950 (unless otherwise agreed upon).

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

1950 L.O.

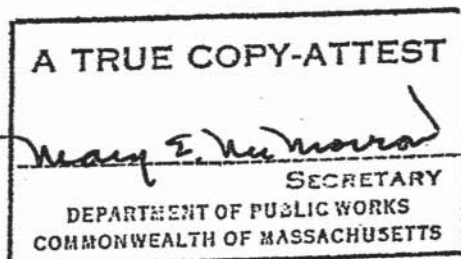
in Brimfield

No. 3724

Page 4.

Dated at Boston this eighteenth day of April, 1950.

<u>Wm. F. Callahan</u>	}	Department
<u>Benjamin H. Grout</u>		of
<u>F. V. Matera</u>		Public Works





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

April 21, 1950.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of April 18, 1950, alter the location of a section of State highway laid out in Brimfield in the year 1901.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you ~~herewith~~ - under separate cover - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Registered Mail.

R

May 2. 1950
Secretary.

This letter with enclosure received in Springfield by County Commr. Price on April 24, 1950. Forwarded in by Mrs. Frances Steele. The plan was received on April 26, 1950.

Kales Road - Brimfield

State Highway

Filed - April 26, 1950

1951

Brimfield



STATE LAYOUT PLAN #3907
Route 19, Wales Rd., Wales town line north of Mill Lane Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 35 PAGE 13-19

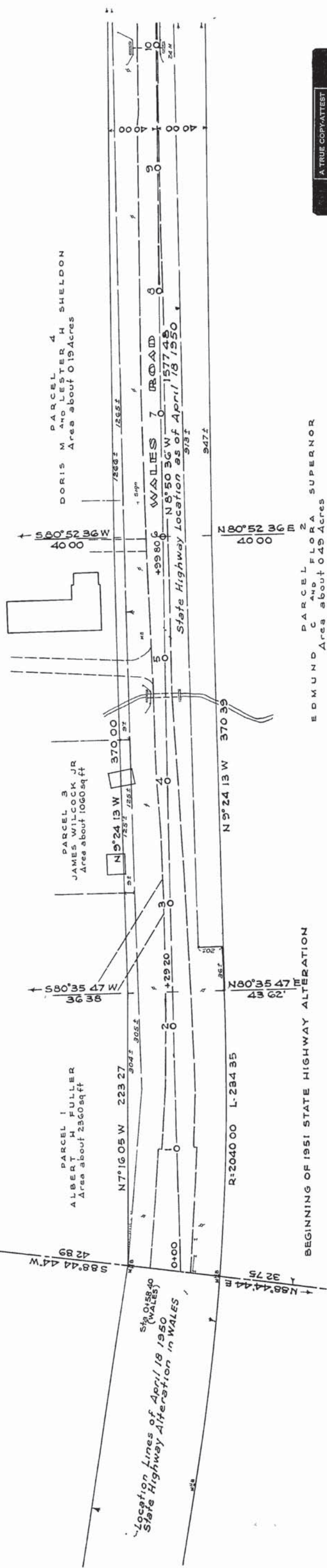
INDEXING

STATE LAYOUT PLAN #3907

- Image Info** SH52003 Brimfield
- Image Info** SH52003 Wales
- Image Info** SH52003 Haynes Hill Road
- Image Info** SH52003 Mill Lane
- Image Info** SH52003 Mill Lane Road
- Image Info** SH52003 Route 19
- Image Info** SH52003 Wales Road



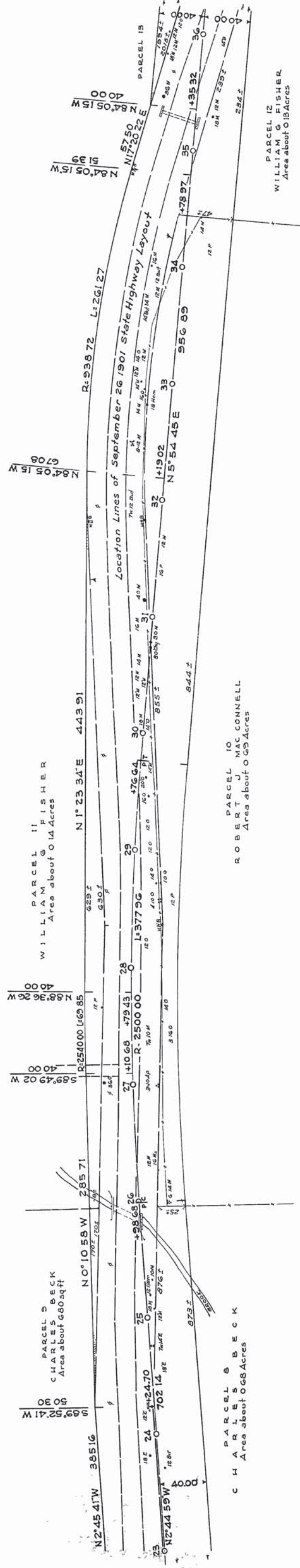
BRIMFIELD

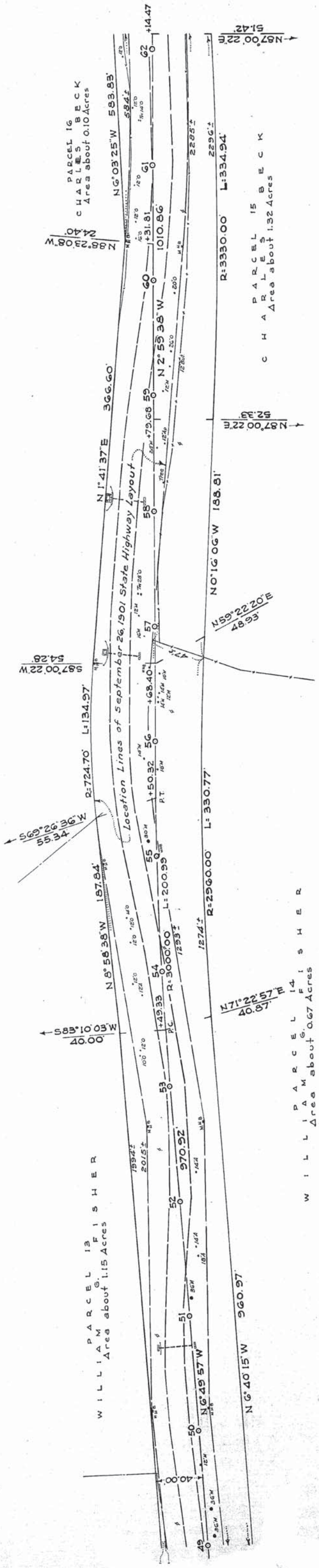


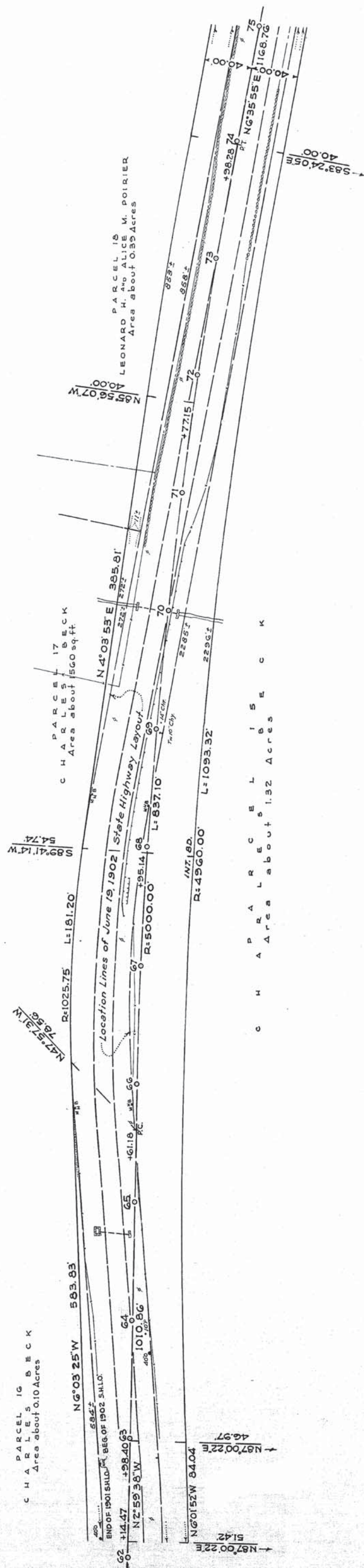
The Commonwealth of Massachusetts
PLAN OF ROAD
in the town of
BRIMFIELD
BRANDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
NOVEMBER 20 1951
Scale 40 feet to the inch
Chief Engineer

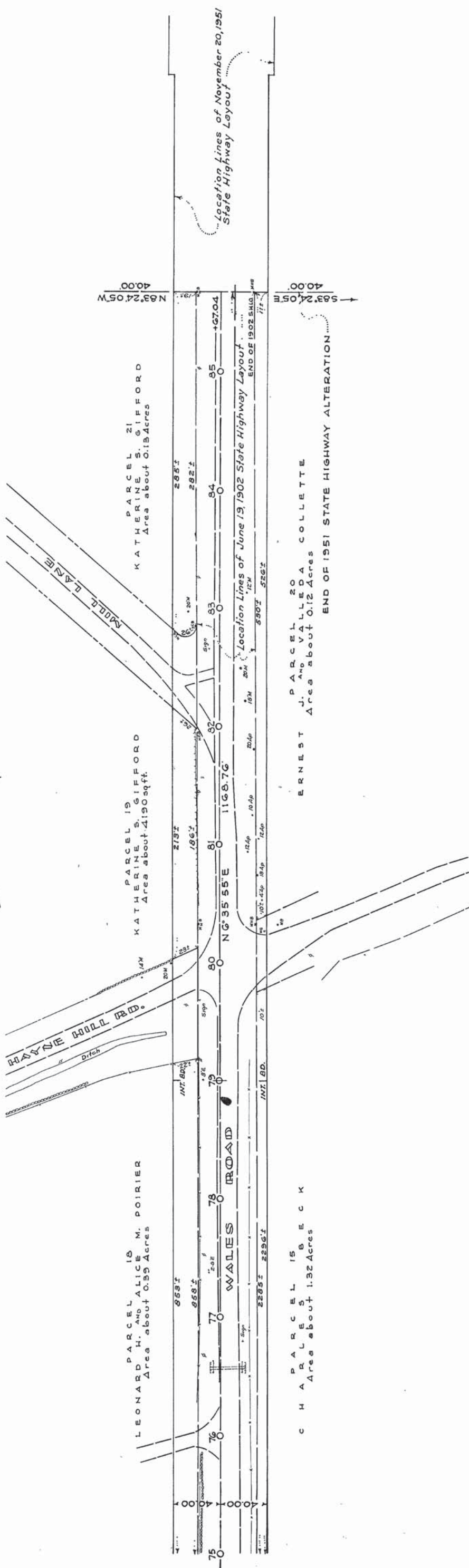
This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on November 20 1951 in accordance with Chapter 81 of the General Laws

William F. Gosselin
Brimfield N. East
James V. Maters
Department of Public Works











The Commonwealth of Massachusetts
Department of Public Works

Brimfield

100 Nashua Street, Boston 14

November 20, 1951.

Mr. Lewis A. Twitchell,

Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of November 20, 1951, alter the location of a section of State highway laid out in Brimfield in the year 1901, 1902 and 1950.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you ~~herewith~~ - under separate cover - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMoran

Secretary.

Registered Mail.

R



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 3907
and Order of Taking

WHEREAS, the Massachusetts Highway Commission,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
September 26, 1901 and June 19, 1902, and the Department of
Public Works, acting on behalf of said Commonwealth, did, on
April 18, 1950,
lay out and take charge of as a State highway a road in the town of Brimfield,
county of Hampden, leading from Brimfield
to Wales, and being known as
the Wales Road,
as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
Town Clerk of said Town of Brimfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening and re-establishing the State highway location laid out on September 26, 1901, June 19, 1902 and April 18, 1950, and begins at the dividing line between the towns of Wales and Brimfield and extends thence northerly about 1 5/8 miles to a point about 550 feet northerly of Haynes Hill Road, so called.

The section of State highway hereby altered and laid out is more fully described as follows:

The base line of location of the section of State highway hereby altered and laid out is that of a survey made by Engineers of the Department in November, 1950, and begins at a point in the existing roadway on the dividing line between the towns of Wales and Brimfield, shown on plan as station 0, said point marking the northerly end of the base line of the State highway laid out in the town of Wales on April 18, 1950, being shown on plan thereof as station 0+53.40, and extends thence north $3^{\circ} 50' 36''$ west 1577.48 feet; thence by a curve to the right of 3000.00 feet radius 319.06 feet; thence north $2^{\circ} 44' 59''$ west 702.14 feet; thence by a curve to the right of 2500.00 feet radius 377.96 feet; thence north $5^{\circ} 54' 45''$ east 956.89 feet; thence by a curve to the left of 2000.00 feet radius 444.88 feet; thence north $6^{\circ} 49' 57''$ west 970.92 feet; thence by a curve to the right of 3000.00 feet radius 200.99 feet; thence north $2^{\circ} 59' 38''$ west 1010.86 feet; thence by a curve to the right of 5000.00 feet radius 837.10 feet; thence north $6^{\circ} 35' 55''$ east 1168.76 feet to a point at the end of the alteration, in the existing roadway about 250 feet southerly of the bridge over Mill Brook, said point being shown on plan as station 85+67.04.

Note: The stations mentioned hereinafter are points on the above described base line.

The westerly line of location of the section of State highway hereby altered and laid out begins at a point on the dividing line between the towns of Wales and Brimfield marking the northerly end of the westerly location line of the aforesaid 1950 State highway layout in Wales, said point bearing south $88^{\circ} 44' 44''$ west and being 42.89 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence north $7^{\circ} 16' 05''$ west 223.27 feet to a point bearing south $80^{\circ} 35' 47''$ west and 36.38 feet distant from station 2+29.20; thence north $9^{\circ} 24' 13''$ west 370.00 feet to a point bearing south $80^{\circ} 52' 36''$ west and 40.00 feet distant from station 5+99.80; thence parallel to the above-described base line and 40.00 feet distant therefrom to a point bearing south $84^{\circ} 33' 46''$ west and 40.00 feet distant from station 17+55.82; thence north $5^{\circ} 26' 14''$ west 288.17 feet to a point on the westerly location line of the

aforesaid 1901 State highway layout, bearing south $84^{\circ} 47' 31''$ west and 50.22 feet distant from station 20+44.00; thence following said 1901 location line as hereby re-established, north $2^{\circ} 45' 41''$ west 385.16 feet to a point bearing south $89^{\circ} 52' 41''$ west and 50.30 feet distant from station 24+24.70; thence leaving said 1901 location line and extending north $0^{\circ} 10' 58''$ west 285.71 feet to a point bearing south $89^{\circ} 49' 02''$ west and 40.00 feet distant from station 27+10.68; thence by a curve to the right of 2540.00 feet radius 69.85 feet to a point bearing north $88^{\circ} 36' 26''$ west and 40.00 feet distant from station 27+79.43; thence north $1^{\circ} 23' 34''$ east 443.91 feet to a point again on said 1901 location line, bearing north $84^{\circ} 05' 15''$ west and 67.08 feet distant from station 32+19.02; thence following said 1901 location line, as hereby re-established, by a curve to the right of 938.72 feet radius 261.27 feet to a point bearing north $84^{\circ} 05' 15''$ west and 51.39 feet distant from station 34+78.97; thence north $17^{\circ} 20' 22''$ east 57.50 feet to a point bearing north $84^{\circ} 05' 15''$ west and 40.00 feet distant from station 35+35.32; thence leaving said 1901 location line and extending parallel to the above-described base line and 40.00 feet distant therefrom to a point bearing south $83^{\circ} 10' 03''$ west and 40.00 feet distant from station 53+49.33; thence north $8^{\circ} 58' 38''$ west 187.84 feet to a point again on the aforesaid westerly location line of the 1901 State highway layout, bearing south $69^{\circ} 26' 36''$ west and 55.34 feet distant from station 55+50.32; thence following said 1901 location line, as hereby re-established, by a curve to the right of 724.70 feet radius 134.97 feet to a point bearing south $87^{\circ} 00' 22''$ west and 54.28 feet distant from station 56+68.40; thence north $1^{\circ} 41' 37''$ east 366.60 feet to a point bearing north $88^{\circ} 23' 08''$ west and 24.40 feet distant from station 60+31.81; thence leaving said 1901 location line and extending north $6^{\circ} 03' 25''$ west 583.83 feet to a point on the westerly location line of the aforesaid 1902 State highway layout, bearing north $47^{\circ} 57' 31''$ west and 78.56 feet distant from station 65+61.18; thence following said 1902 location line, as hereby re-established, by a curve to the right of 1025.75 feet radius 181.20 feet to a point bearing south $89^{\circ} 41' 14''$ west and 54.74 feet distant from station 67+95.14; thence leaving said 1902 location line and extending north $4^{\circ} 03' 53''$ east 385.81 feet to a point bearing north $85^{\circ} 56' 07''$ west and 40.00 feet distant from station 71+77.15; thence parallel to the above-described base line and 40.00 feet distant therefrom to a point at the end of the alteration, bearing north $83^{\circ} 24' 05''$ west and 40.00 feet distant from the point of ending of said base line shown on plan as station 85+67.04.

The easterly line of location of the section of State highway hereby altered and laid out begins at a point on the dividing line between the towns of Wales and Brimfield, marking the northerly end of the easterly location line of the aforesaid 1950 State highway layout in Wales, said point bearing north $88^{\circ} 44' 44''$ east and being 32.75 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence, following the easterly location

line of the hereinbefore mentioned April 18, 1950 State highway layout in Brimfield, northerly by a curve to the left, as shown on plan, of 2040.00 feet radius 234.35 feet to a point bearing north $80^{\circ} 35' 47''$ east and 43.62 feet distant from station 2+29.20; thence leaving said 1950 location line and extending north $9^{\circ} 24' 13''$ west 370.39 feet to a point bearing north $80^{\circ} 52' 36''$ east and 40.00 feet distant from station 5+99.80; thence parallel to the above-described base line and 40.00 feet distant therefrom to a point on the easterly location line of the hereinbefore mentioned 1901 State highway layout, bearing south $84^{\circ} 05' 15''$ east and 40.00 feet distant from station 36+78.41; thence, following said 1901 location line, as hereby re-established, north $17^{\circ} 20' 34''$ east 138.95 feet to a point bearing south $84^{\circ} 05' 15''$ east and 67.54 feet distant from station 38+14.60; thence by a curve to the left of 612.68 feet radius 185.44 feet to a point bearing north $55^{\circ} 16' 42''$ east and 100.71 feet distant from station 39+33.53; thence north $0^{\circ} 00' 05''$ east 125.03 feet to a point bearing south $89^{\circ} 20' 48''$ east and 72.28 feet distant from station 41+17.11; thence north $10^{\circ} 16' 11''$ west 288.80 feet to a point bearing north $57^{\circ} 01' 50''$ east and 41.55 feet distant from station 43+78.41; thence leaving said 1901 location line and extending north $6^{\circ} 40' 15''$ west 960.97 feet to a point bearing north $71^{\circ} 22' 57''$ east and 40.87 feet distant from station 53+49.33; thence by a curve to the right of 2960.00 feet radius 330.77 feet to a point bearing north $59^{\circ} 22' 20''$ east and 48.93 feet distant from station 56+68.40; thence north $0^{\circ} 16' 06''$ west 188.81 feet to a point bearing north $87^{\circ} 00' 22''$ east and 52.33 feet distant from station 58+79.68; thence by a curve to the left of 3330.00 feet radius 334.94 feet to a point bearing north $87^{\circ} 00' 22''$ east and 51.42 feet distant from station 62+14.47; thence north $6^{\circ} 01' 52''$ west 84.04 feet to a point bearing north $87^{\circ} 00' 22''$ east and 46.97 feet distant from station 62+98.40; thence by a curve to the right of 4960.00 feet radius 1093.32 feet to a point bearing south $83^{\circ} 24' 05''$ east and 40.00 feet distant from station 73+98.28; thence parallel to the above-described base line and 40.00 feet distant therefrom to a point at the end of the alteration bearing south $83^{\circ} 24' 05''$ east and 40.00 feet distant from the point of ending of said base line shown on plan as station 85+67.04.

The northerly end of the section of State highway hereby altered and laid out is defined by a line bearing south $83^{\circ} 24' 05''$ east and 80 feet in length, extending between the points of ending of the westerly and easterly location lines hereinbefore described.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the alteration, with intermediate bounds on both location lines at points thereon opposite station 79, and on the easterly location line only at a point thereon opposite station 67+95.14.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 685 of the Acts of 1950, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Brimfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Brimfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by P. H. Kittfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of Brimfield Hampden County Altered and laid out as a State Highway by the Department of Public Works November 20, 1951. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Albert H. Fuller	2,360 sq. ft.	\$1.00
2	Edmund C. and Flora Supernor	0.49 acres	1.00
3	James Wilcock, Jr.	1,060 sq. ft.	1.00
4	Doris M. and Lester H. Sheldon	0.19 acres	1.00
5	Henry E. and Amy G. Guertin	2,700 sq. ft.	1.00
6	Edmund C. and Flora Supernor	0.21 acres	1.00
7	Charles Beck	2,070 sq. ft.	1.00
8	Charles Beck	0.68 acres	1.00
9	Charles Beck	680 sq. ft.	1.00
10	Robert J. MacConnell	0.69 acres	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
11	William G. Fisher	0.14 acres	\$1.00
12	William G. Fisher	0.13 acres	1.00
13	William G. Fisher	1.15 acres	1.00
14	William G. Fisher	0.67 acres	1.00
15	Charles Beck	1.32 acres	1.00
16	Charles Beck	0.10 acres	1.00
17	Charles Beck	1,560 sq. ft.	1.00
18	Leonard H. and Alice M. Poirier	0.39 acres	1.00
19	Katherine S. Gifford	4,190 sq. ft.	1.00
20	Ernest J. and Valleda Collette	0.12 acres	1.00
21	Katherine S. Gifford	0.13 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifth day of January, 1952 (unless otherwise agreed upon).

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twentieth day of November, 1951.

William F. Callahan

Benjamin H. Grout

Francis V. Matera

Department

of

Public Works

A TRUE COPY-ATTEST

May E. McNamee
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

Halls Road
Brimfield

Filed:- Nov. 23, 1951

1951

Brimfield



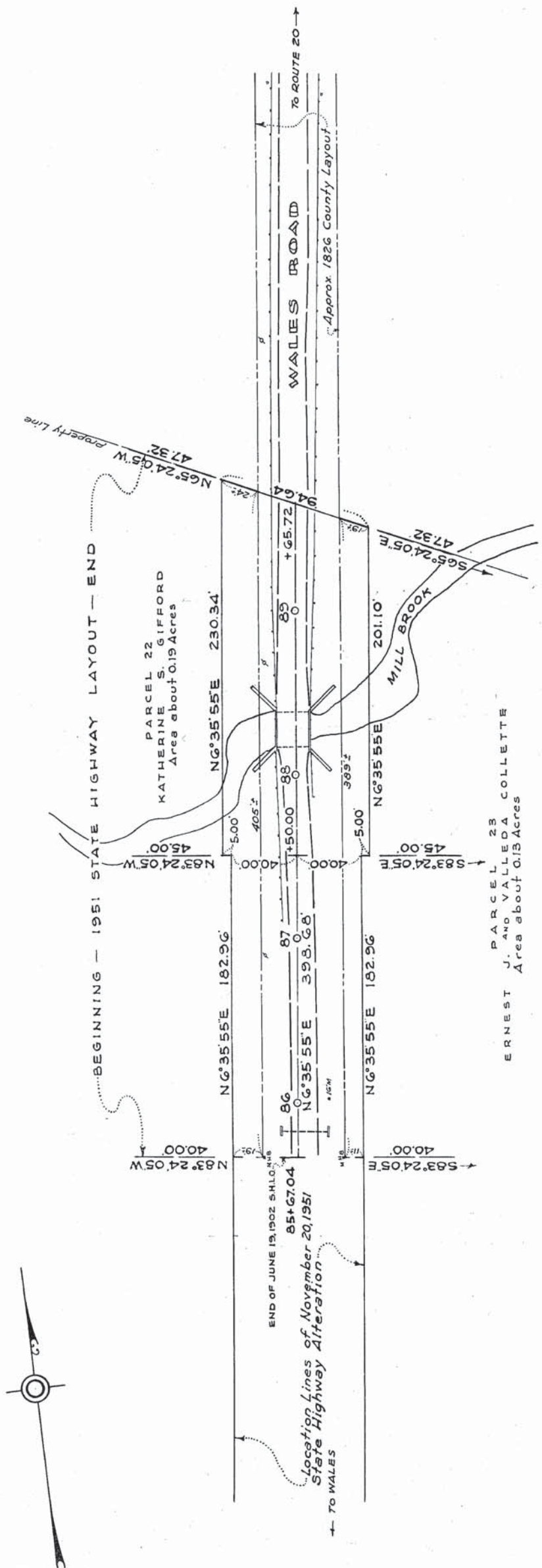
STATE LAYOUT PLAN #3908
Route 19, Wales Rd., alteration over Mill Brook

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 35 PAGE 12

INDEXING

STATE LAYOUT PLAN #3908

- Image Info SH52004 Brimfield
- Image Info SH52004 Mill Brook
- Image Info SH52004 Route 19
- Image Info SH52004 Wales Road



The Commonwealth of Massachusetts
PLAN OF ROAD
in the town of
BRIMFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
NOVEMBER 20, 1951
Scale: 40 feet to the inch
Chief Engineer

This certifies that the
road shown on this plan was
laid out and taken charge of
as a State Highway by the
Department of Public Works
on November 20, 1951 in accordance
with Chapter 81 of the General
Laws.

William F. O'Leary
Benjamin H. Hart
James M. Matena
Department of Public Works



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

November 20, 1951.

Mr. Lewis A. Twitchell,

Clerk, Hampden County Comrs.,

Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated November 20, 1951, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in Brimfield, as shown on said plan, is sent under separate cover for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Mary E. McMoran
Secretary

R/mec



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

November 20, 1951.

Mr. Lewis A. Twitchell,

Clerk, Hampden County Comrs.,

Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated November 20, 1951, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in Brimfield, as shown on said plan, is sent under separate cover for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Mary E. McMorris
Secretary

R/mec.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 3908
and Order of Taking

Acting under authority of Chapter 690 of the Acts of 1945, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby lay out and take charge of as a State highway a section of road in the town of BRIMFIELD, county of Hampden, known as Wales Road, at and adjacent to the bridge over Mill Brook. The layout consists of establishing the location of said section of State highway extending from the northerly end of the June 19, 1902 State highway layout (about 250 feet southerly of said bridge) northerly for 398.68 feet.

The base line of location of the section of State highway hereby laid out is that of a survey made by Engineers of the Department in November, 1950, and begins at a point in the existing roadway shown on plan as station 85+67.04, said point marking the northerly end of the base line of the alteration of the aforesaid 1902 State highway layout of even date with the layout herein described, and extends thence north $6^{\circ} 35' 55''$ east 398.68 feet to a point at the end of the layout shown on plan as station 89+65.72.

The westerly line of location of the section of State highway hereby laid out begins at a point marking the northerly end of the westerly location line of the aforesaid State highway alteration of even date with this layout, said point bearing north $83^{\circ} 24' 05''$ west and being 40.00 feet distant from the point of beginning of the aforesaid base line shown on plan as station 85+67.04, and extends thence north $6^{\circ} 35' 55''$ east 182.96 feet to a point bearing north $83^{\circ} 24' 05''$ west and 40.00 feet distant from station 87+50.00 of said base line; thence north $83^{\circ} 24' 05''$ west 5.00 feet to a point bearing north $83^{\circ} 24' 05''$ west and 45.00 feet distant from said station 87+50.00; thence north $6^{\circ} 35' 55''$ east 230.34 feet to a point at the end of the layout bearing north $65^{\circ} 24' 05''$ west and 47.32 feet distant from the point of ending of said base line shown on plan as station 89+65.72.

The easterly line of location of the section of State highway hereby laid out begins at a point marking the northerly end of the easterly location line of the aforesaid State highway alteration of even date with this layout, said point bearing south $83^{\circ} 24' 05''$ east and being 40.00 feet distant from the point of beginning of the aforesaid base line shown on plan as station 85+67.04, and extends thence north $6^{\circ} 35' 55''$ east 182.96 feet to a point bearing south $83^{\circ} 24' 05''$ east and 40.00 feet distant from station 87+50.00 of said base line; thence south $83^{\circ} 24' 05''$ east 5.00 feet to a point bearing south $83^{\circ} 24' 05''$ east and 45.00 feet distant from said station 87+50.00; thence north $6^{\circ} 35' 55''$ east 201.10 feet to a point at the end of the layout bearing south $65^{\circ} 24' 05''$ east and 47.32 feet distant from the point of ending of said base line shown on plan as station 89+65.72.

The northerly end of the section of State highway hereby laid out is defined by a line bearing south $65^{\circ} 24' 05''$ east, 94.64 feet in length, extending between the points of ending of the westerly and easterly location lines hereinbefore described.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and at the beginning and end of the layout.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 685 of the Acts of 1950, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Brimfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Brimfield which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan drawn by P. H. Kitfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of Brimfield Hampden County Laid out as a State Highway by the Department of Public Works November 20, 1951. Scale: 40 feet to the inch", a copy of which is to be recorded with this order of laying out in the Registry of Deeds for Hampden County,

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
22	Katherine B. Gifford	0.19 acres	\$1.00
23	Ernest J. and Valleda Collette	0.13 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove all personal property from the premises on or before the fifth day of January, 1952 (unless otherwise agreed upon).

It is therefore

Voted, That said way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twentieth day of November, 1951.

William F. Callahan
Department

Benjamin H. Grout

of

Francis V. Matera

Public Works

A TRUE COPY-ATTEST

May E. McNamee
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1952

Brimfield



STATE LAYOUT PLAN #3982
Route 20, Sturbridge Rd., alteration on northerly line near Sturbridge line

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 36 PAGE 100

INDEXING

STATE LAYOUT PLAN #3982

- Image Info SH52005 Brimfield
- Image Info SH52005 Route 20
- Image Info SH52005 Sturbridge line
- Image Info SH52005 Sturbridge Road



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Brimfield

June 20, 1952.

Mr. Lewis A. Twitchell.

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of June 18, 1952, alter the location of a section of State highway laid out in Brimfield in the year 1923.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMoran
Secretary.

Registered Mail.

R



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 3982
and Order of Taking

WHEREAS, the Department of Public Works, Division of Highways acting on behalf of the Commonwealth of Massachusetts, did, under date of

July 10, 1923,

lay out and take charge of as a State highway a road in the town of BRIMFIELD,
county of Hampden, leading from Brimfield
to Sturbridge, and being known as
the Sturbridge Road (Route 20),

as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the Town Clerk of said Town of Brimfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration is located on the Sturbridge Road, so called (Route 20), and consists of a widening of the State highway location laid out on July 10, 1923, on the northerly side thereof from a point about 500 feet westerly of the dividing line between the towns of Brimfield and Sturbridge westerly for about 1,160 feet.

The base line of location of the section of State highway hereby altered and laid out is identical with a portion of that of the aforesaid 1923 State highway layout beginning at a point on the dividing line between the towns of Brimfield and Sturbridge shown on plan as station 52+78.93 and extending thence south $69^{\circ} 04' 50''$ west 499.12 feet; thence south $63^{\circ} 42' 00''$ west 454.10 feet; thence by a curve to the right of 500.85 feet radius 371.35 feet to a point shown on plan as marking station 39+54.36 for the line back and station 38+77.76 for the line ahead; thence north $73^{\circ} 49' 06''$ west 409.54 feet to a point at the end of the alteration shown on plan as station 34+68.22.

The northerly line of location of the section of State highway hereby altered and laid out begins at a point on the northerly location line of the aforesaid 1923 State highway layout bearing north $23^{\circ} 36' 35''$ west and 50.06 feet distant from station 47+79.81 of said base line, and extends thence, leaving said 1923 location line, south $69^{\circ} 04' 50''$ west 220.64 feet to a point bearing north $26^{\circ} 18' 00''$ west and 70.78 feet distant from station 45+62.53 of said base line; thence by a curve to the right of 1450.00 feet radius 938.93 feet to a point at the end of the alteration, again on said 1923 location line, bearing north $16^{\circ} 10' 54''$ east and 50.00 feet distant from the point of ending of the base line hereinbefore described shown on plan as station 34+68.22.

The southerly line of location of the section of State highway hereby altered and laid out remains unchanged by this alteration.

The northerly line of location of the section of State highway hereby altered and laid out is further defined by bounds set at angle points, points of curvature, and at the beginning and end of the alteration.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways, and within the limits of the layout hereinbefore described, including all trees and structures located thereon,

situated in the town of Brimfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Brimfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield Hampden County Altered and laid out as a State Highway by the Department of Public Works June 18, 1952. Scale: 50 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Albert P. and Julia M. Penkala	190 sq. ft.	\$1.00
2	Arthur J. Chartier	0.12 acres	1.00
3	George H. and Feralyn G. Watson	0.84 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove all personal property from the premises on or before the first day of August, 1952 (unless otherwise agreed upon)

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this eighteenth day of June, 1952.

Philip H. Kitfield	}	Department of Public Works
Benjamin H. Grout		
Francis V. Matera		

A TRUE COPY-ATTEST
Wm E. McManus
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

Sturbridge Road
Route 20

Brimfield

Filed-June 25, 1952

1955

Brimfield



STATE LAYOUT PLAN #4386
Route 20, Sturbridge Rd., alteration over channel for Mill Brook

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 54 PAGE 33

INDEXING

STATE LAYOUT PLAN #4386

- Image Info SH52006 Brimfield
- Image Info SH52006 Mill Brook
- Image Info SH52006 Route 20
- Image Info SH52006 Sturbridge Road

December 20, 1955
Scale: 40 feet to the inch
H. B. Gray
Chief Engineer

Johnston Gray
ACTING COMMISSIONER OF PUBLIC WORKS
Edw. B. Dale
Lewis J. Fish
Department of Public Works

PLAN PREPARED BY
UNIVERSAL ENGINEERING CORP
150 CAUSEWAY ST, BOSTON

LA-OUT No 4386



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

December 21, 1955.

Mr. Edward G. Shea,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of Brimfield, alter the location of a section of State highway laid out in Brimfield in the year 1923.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith ~~under separate cover~~ for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMahon

Secretary.

~~Registered Mail~~

R



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4386
and Order of Taking

WHEREAS, the Department of Public Works, Division of Highways,
 acting on behalf of the Commonwealth of Massachusetts, did, under date

July 10, 1923,

lay out and take charge of as a State highway a road in the town of BRIMFIELD,
 county of Hampden, leading from

~~to~~

and being known as

Sturbridge Road (Route 20),

as shown on the plans of said State highway on file in the office of the Department of Public
 Works, copies of which plans have been filed in the office of the County Commissioners of said
 County of Hampden, at Springfield, and in the office of the
 Town Clerk of said Town of Brimfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
 State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
 as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
 tion thereto, the Department of Public Works adjudges that public necessity and convenience
 require that the Commonwealth should alter the location of said State highway, and should
 lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening a portion of the State highway location laid out on July 10, 1923 at and adjacent to a bridge over Mill Brook.

The State highway hereby altered and laid out is more fully described as follows:

The base line used for the alteration is that of the aforesaid July 10, 1923 State highway layout.

The southwesterly line of location of the section of State highway hereby altered and laid out begins at a point on the southwesterly location line of the aforesaid July 10, 1923 State highway layout bearing south $45^{\circ} 17' 40''$ west and 35.00 feet distant from station 164+67.29 of said base line and extends thence leaving said 1923 location line, south $45^{\circ} 17' 40''$ west 20.00 feet to a point bearing south $45^{\circ} 17' 40''$ west and 55.00 feet distant from said station 164+67.29; thence north $44^{\circ} 42' 20''$ west 96.00 feet to a point bearing south $45^{\circ} 17' 40''$ west and 50.26 feet distant from station 165+63.42 of said base line; thence north $45^{\circ} 17' 40''$ east 14.99 feet to a point at the end of the alteration, again on said 1923 location line bearing south $45^{\circ} 17' 40''$ west and 35.27 feet distant from said station 165+63.42.

The northeasterly line of location of the section of State highway hereby altered and laid out begins at a point on the northeasterly location line of the aforesaid July 10, 1923 State highway layout bearing north $45^{\circ} 17' 40''$ east and 35.00 feet distant from station 164+67.29 of the aforesaid base line and extends thence leaving said 1923 location line north $45^{\circ} 17' 40''$ east 10.00 feet to a point bearing north $45^{\circ} 17' 40''$ east and 45.00 feet distant from said station 164+67.29; thence north $44^{\circ} 42' 20''$ west 96.00 feet to a point bearing north $45^{\circ} 17' 40''$ east and 49.74 feet distant from station 165+63.42 of said base line; thence south $45^{\circ} 17' 40''$ west 14.50 feet to a point at the end of the alteration, again on said 1923 location line bearing north $45^{\circ} 17' 40''$ east and 35.24 feet distant from said station 165+63.42.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set thereon at angle points, and at the points of beginning and ending thereof.

In connection with the construction of the State highway (Sturbridge Road, Route 20) in the location laid out on July 10, 1923 and altered as hereinbefore described, it is necessary to take easements in the parcels of land hereinafter described as Parcels C-1 to C-3 inclusive.

Said easements are hereby taken under provisions of Chapters 79 and 83 of the General Laws, and consist of the right to enter upon said land to construct a new channel for an existing brook and to divert said brook into said new channel.

The location referred to in the foregoing description is located on the July 10, 1923 State highway layout at and adjacent to a bridge over Mill Brook.

Parcel C-1. A parcel of land supposed to be owned by the ROMAN CATHOLIC BISHOP OF SPRINGFIELD located on the southwesterly side of Sturbridge Road, so called, bounded by the southwesterly location line of the State highway layout hereinbefore described and by the line connecting the following points: opposite station 164+67.29 and 55.00 feet distant therefrom; opposite station 166+64 and 210 feet distant therefrom; opposite station 167+30 and 192 feet distant therefrom; and about opposite station 165+74 and about 49 feet distant therefrom; containing about 12,800 square feet.

Parcel C-2. A parcel of land supposed to be owned by HITCHCOCK FREE ACADEMY located on the northeasterly side of Sturbridge Road, so called, bounded by the northeasterly location line of the State highway layout hereinbefore described and by the line connecting the following points: opposite station 164+90 and on said location line; opposite station 165+03 and 123 feet distant therefrom; opposite station 165+33 and 201 feet distant therefrom; opposite station 165+35 and 202 feet distant therefrom; and opposite station 165+46 and on said location line; containing about 7,168 square feet.

Parcel C-3. A parcel of land supposed to be owned by CHARLES P. WHEELER located northeasterly of Sturbridge Road, so called, bounded westerly by Mill Brook, and southeasterly and northeasterly by the line connecting the following points: opposite station 165+03 and 123 feet distant therefrom; opposite station 165+18 and 200 feet distant therefrom; and opposite station 165+33 and 201 feet distant therefrom; containing about 700 square feet.

A temporary easement is hereby taken in the parcel of land hereinafter described as Parcel TB-1. Said easement is necessary to provide a temporary detour for pedestrians over a temporary footbridge (outside of the State highway location) during construction of the bridge over Mill Brook, within the location of said State highway. Said easement is temporary in nature, to be in effect only until December 31, 1956 and consists of the right to enter upon said land at any time during the effective period of the easement to construct thereon, and to maintain and use a temporary footbridge.

The parcel of land in which said easement is taken is described as follows:

Parcel TB-1. A parcel of land supposed to be owned by the ROMAN CATHOLIC BISHOP OF SPRINGFIELD located on the southwesterly side of Sturbridge Road, so called, bounded by the southwesterly location line of the July 10, 1923 State highway layout and the alteration hereinbefore described and by the line connecting the following points: opposite station 164+49 and on said location line; opposite station 164+67.29 and 55.00 feet from said station; opposite station 165+09 and 68 feet from said station; opposite station 165+64 and 67 feet from said station; and opposite station 166+00 and on said location line.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of

Brimfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Brimfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield Hampden County Altered and laid out as a State Highway by the Department of Public Works December 20, 1955. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Roman Catholic Bishop of Springfield	1,730 sq. ft.	\$1.00
2	Hitchcock Free Academy	950 sq. ft.	1.00
C-1	Roman Catholic Bishop of Springfield	12,800 sq. ft.	1.00
C-2	Hitchcock Free Academy	7,168 sq. ft.	1.00
C-3	Charles P. Wheeler	700 sq. ft.	1.00
TB-1	Roman Catholic Bishop of Springfield		1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

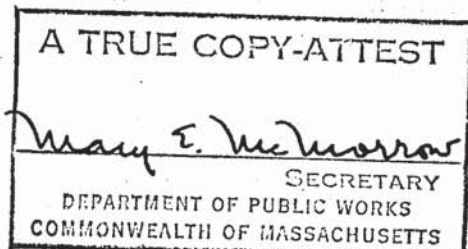
1955 L.O.

in Brimfield

No. 4386

Page 5.

Dated at Boston this twentieth day of December, 1955.



H. Gordon Gray

Acting Commissioner of Public Works

Fred B. Dole

Lewis J Fritz

Department

of

Public Works

1957

Brimfield



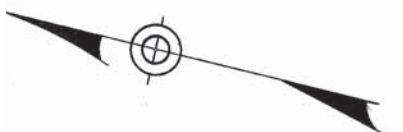
STATE LAYOUT PLAN #4598
Route 20, Palmer Rd., two alterations over Mountain Brook & West Brook

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 62 PAGE 24

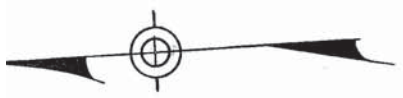
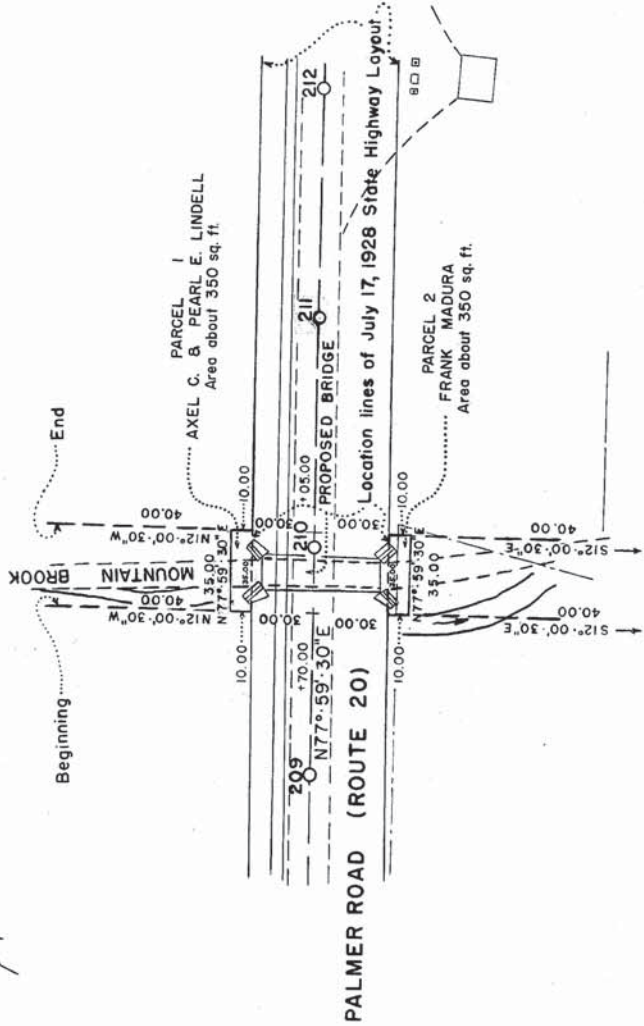
INDEXING

STATE LAYOUT PLAN #4598

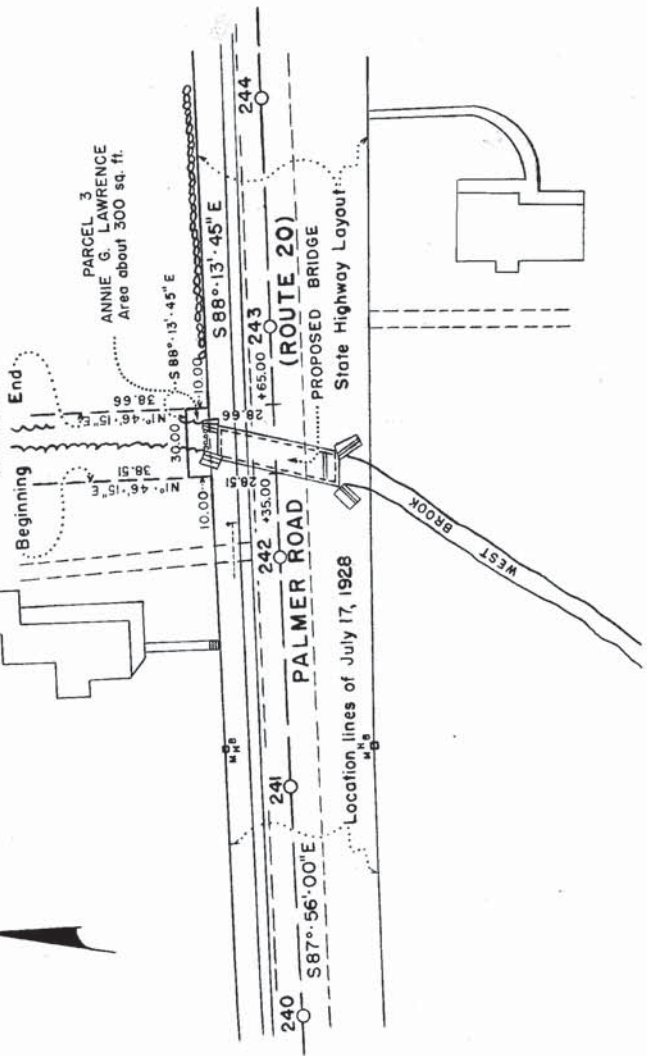
- Image Info SH52007 Brimfield
- Image Info SH52007 Mountain Brook
- Image Info SH52007 Palmer Road
- Image Info SH52007 Route 20
- Image Info SH52007 West Brook



1957 State Highway Alteration
(Section 1)



1957 State Highway Alteration
(Section 2)



The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of

BRIMFIELD
HAMPDEN COUNTY

Altered and laid out as a State Highway by the
Department of Public Works

AUGUST 27, 1957

Scale: 40 feet to the inch

Layout No. 4598

This certifies that the
location of the highway has
been altered as shown on
this plan and that said highway
as altered was laid out and
taken charge of as a State
Highway by the Department
of Public Works on August 27, 1957
in accordance with Chapter 81
of the General Laws.

Ed B. Dale
Ed B. Dale
Chief Engineer
Department of Public Works



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

August 30, 1957

Received
Sept. 9, 1957
in Hampden
County Comms'
Office.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of August 27, 1957, alter the location of a section of State highway laid out in Brimfield in the year 1928.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMorris
Secretary.

~~Registered Mark.~~

Enc.

H-egc



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4598
 and Order of Taking.

WHEREAS, the Department of Public Works
 acting on behalf of the Commonwealth of Massachusetts, did, under date of
 July 17, 1928
 lay out and take charge of as a State highway a road in the Town of Brimfield
 county of Hampden leading from
 to ~~and~~ being known as
 Palmer Road (Route 20)
 as shown on the plans of said State highway on file in the office of the Department of Public
 Works, copies of which plans have been filed in the office of the County Commissioners of said
 County of Hampden, at Springfield, and in the office of the
 Town Clerk of said Town of Brimfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
 State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
 as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
 tion thereto, the Department of Public Works adjudges that public necessity and convenience
 require that the Commonwealth should alter the location of said State highway, and should
 lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening portions of the State Highway location on Palmer Road, so-called, (Route 20) laid out on July 17, 1928; said alteration being made in two sections. The first section is located at Mountain Brook and comprises a widening on both sides of said 1928 State Highway Layout. The second section is located at West Brook and consists of widening the location of said 1928 State Highway Layout on the northerly side thereof, said sections being more fully described as follows:

The base line of location for the State highway hereby altered and laid out is that of the July 17, 1928 State Highway Layout.

The northerly location line of the first section of State highway hereby altered and laid out begins at a point on the northerly location line of said 1928 State Highway Layout, bearing north $12^{\circ} 00' 30''$ west and 30.00 feet distant from station 209+70.00 of said base line; thence leaving said 1928 location line and extending north $12^{\circ} 00' 30''$ west 10.00 feet to a point bearing north $12^{\circ} 00' 30''$ west and 40.00 feet distant from said station 209+70.00; thence north $77^{\circ} 59' 30''$ east 35.00 feet to a point bearing north $12^{\circ} 00' 30''$ west and 40.00 feet distant from station 210+05.00 of said base line; thence south $12^{\circ} 00' 30''$ east 10.00 feet to a point again on the northerly location line of said 1928 State Highway layout, said point bearing north $12^{\circ} 00' 30''$ west and being 30.00 feet distant from said station 210+05.00.

The southerly location line of the first section of State highway hereby altered and laid out begins at a point on the southerly location line of said 1928 State Highway Layout, bearing south $12^{\circ} 00' 30''$ east and 30.00 feet distant from station 209+70.00 of said base line; thence leaving said 1928 location line and extending south $12^{\circ} 00' 30''$ east 10.00 feet to a point bearing south $12^{\circ} 00' 30''$ east and 40.00 feet distant from said station 209+70.00; thence north $77^{\circ} 59' 30''$ east 35.00 feet to a point bearing south $12^{\circ} 00' 30''$ east and 40.00 feet distant from station 210+05.00 of said base line; thence north $12^{\circ} 00' 30''$ west 10.00 feet to a point at the end of the first section of the alteration, again on the southerly location line of said 1928 State Highway Layout, said point bearing south $12^{\circ} 00' 30''$ east and being 30.00 feet distant from said station 210+05.00.

The northerly location line of the second section of State highway hereby altered and laid out begins at a point on the northerly location line of said 1928 State Highway Layout, said point bearing north $1^{\circ} 46' 15''$ east and being 28.51 feet distant from station 242+35.00 of said base line; thence leaving said 1928 loca-

tion line and extending north $1^{\circ} 46' 15''$ east 10.00 feet to a point bearing north $1^{\circ} 46' 15''$ east and 38.51 feet distant from said station 242+35.00; thence south $88^{\circ} 13' 45''$ east 30.00 feet to a point bearing north $1^{\circ} 46' 15''$ east and 38.66 feet distant from station 242+65.00 of said base line; thence south $1^{\circ} 46' 15''$ west 10.00 feet to a point at the end of the second section of the alteration again on the northerly location line of said 1928 State Highway Layout, said point bearing north $1^{\circ} 46' 15''$ east and being 28.66 feet distant from said station 242+65.00.

The southerly location line of the alteration remains unchanged, being identical with the southerly location line of the July 17, 1928 State Highway Layout.

The location lines of the two sections of State highway altered and laid out as above described are to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 1 to 3, inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the town of Brimfield which are included in the foregoing description.

The State highway hereby altered and laid out, and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield Hampden County Altered and laid out as a State Highway by the Department of Public Works August 27, 1957 Scale: 40 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Axel C. & Pearl E. Lindell	350 Sq. Ft.	\$1.00
2	Frank Madura	350 Sq. Ft.	1.00
3	Annie G. Lawrence	300 Sq. Ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the county and in the office of the clerk in the town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-seventh day of August 1957.

Carl A. Sheridan

Department

Fred B. Dole

of

Lewis J. Fritz

Public Works

A TRUE COPY-ATTEST

May E. M. M. M.
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

Brimfield
Palmer Road
(Route 20)

Received and Filed
September 9, 1957.

1957

Brimfield



STATE LAYOUT PLAN #4622
Route 20, Sturbridge Rd., relocation of north line at
East Brimfield Road

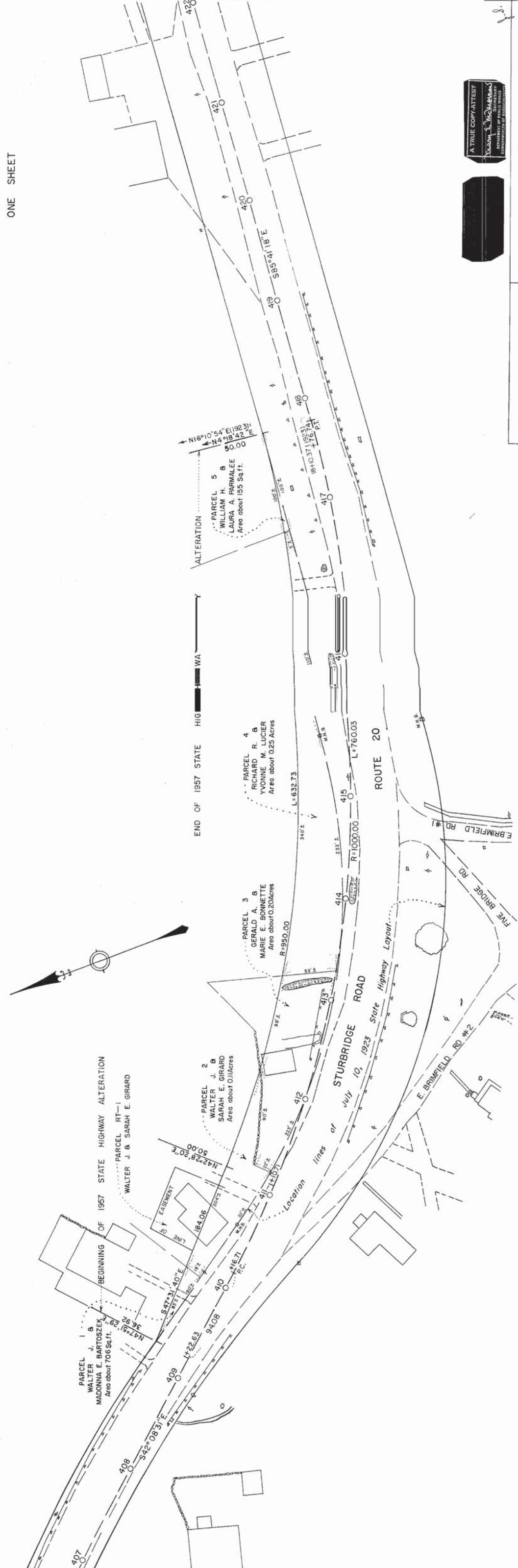
SEE HAMPDEN COUNTY REGISTRY OF DEEDS BOOK 62 PAGE 127

INDEXING

STATE LAYOUT PLAN #4622

- Image Info SH52008 Brimfield
- Image Info SH52008 East Brimfield Road
- Image Info SH52008 East Brimfield Road #1
- Image Info SH52008 East Brimfield Road #2
- Image Info SH52008 Five Bridge Road
- Image Info SH52008 Route 20
- Image Info SH52008 Sturbridge Road

ONE SHEET



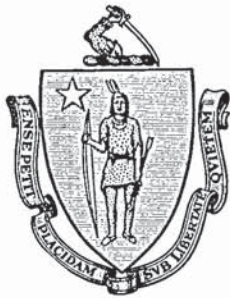
This certifies that the location of the highway has been altered as shown on this plan and that the highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on October 29, 1957 in accordance with Chapter 81 of the General Laws.

Fred B. Doyle
ACTING COMMISSIONER OF PUBLIC WORKS

Edward J. Doyle
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
BRIMFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
OCTOBER 29, 1957
Scale: 40 feet to the inch
Fred B. Doyle
Chief Engineer

A TRUE COPY ATTEST
Edward J. Doyle
RECORDING OFFICE
COMMISSIONER OF REGISTRATION



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

October 30, 1957.

Brimfield

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of October 29, 1957, alter the location of a section of State highway laid out in Brimfield in the year 1923.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Wm. E. Anderson

*Mr. Anderson from Brimfield
filed plan and order of Taking on Nov. 5, 1957*

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

-----00000-----

Layout No. 4622
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of July 10, 1923, lay out and take charge of as a State highway, a road in the Town of Brimfield, County of Hampden, being known as Sturbridge Road (Route 20), as shown on a plan of said State highway on file in the office of the Department of Public Works, copies of which plan have been filed in the office of the County Commissioners of said County of Hampden at Springfield and in the office of the Clerk of said Town of Brimfield; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration is located on Sturbridge Road, so-called, (Route 20) at the junction therewith of East Brimfield Road, so-called, and consists of widening a portion of the State highway location laid out on July 10, 1923, on the northerly side thereof, being more fully described as follows:

The base line of location of the State highway hereby altered and laid out is that of a survey made by Engineers of the Department in October 1956 and begins at a point in the existing roadway of Sturbridge Road shown on plan as Station 409+22.63 and extends thence south $42^{\circ} 08' 31''$ east, 94.08 feet, thence by a curve to the left of 1000.00 feet radius, 760.03 feet to

the point of ending thereof, shown on plan as Station 417+76.74, said point being identical with Station 18+10.37 of the base line of location of the aforesaid July 10, 1923 State highway layout.

The location line of the section of State highway hereby altered and laid out begins at a point on the northerly location line of the aforesaid July 10, 1923 State highway layout, said point bearing north $47^{\circ} 51' 29''$ east and being 36.92 feet distant from the point of beginning of the base line hereinbefore described, shown on plan as Station 409+22.63 and extends thence, leaving said 1923 location line, south $47^{\circ} 31' 40''$ east, 184.06 feet to a point bearing north $42^{\circ} 28' 20''$ east and 50.00 feet distant from Station 411+10.71 of said base line; thence by a curve to the left of 950.00 feet radius, 632.73 feet to a point at the end of the alteration, again on the northerly location line of the State highway layout of July 10, 1923, said point bearing north $4^{\circ} 18' 42''$ east (would be north $16^{\circ} 10' 54''$ east if referred to the system of bearings used for said 1923 layout) and being 50.00 feet distant from the point of ending of said base line, shown on plan as Station 417+76.74.

The location line of the section of State highway hereby altered and laid out is to be further defined by bounds set thereon at a point of curvature and at the points of beginning and ending thereof.

In connection with the construction and/or reconstruction of the State highway in the location of the alteration, hereinbefore described, an easement is hereby taken in the parcel of land hereinafter described as Parcel RT-1 for the purpose of removing or demolishing a structure which is located partly within said location and partly upon said land. Said easement is temporary in nature, to be in effect only until such time as the aforesaid purpose for which it is taken has been accomplished, and consists of the right to enter upon said land at any time during the effective period of said easement and to remove and/or demolish a structure or portions thereof located upon said land.

Parcel RT-1. A parcel of land supposed to be owned by Walter J. and Sarah E. Girard adjoining the location line of the State highway alteration, hereinbefore described, bounded southwesterly by said location line and by the line connecting the following points: Opposite Station 410+16.71 of the base line hereinbefore described and on said location line; opposite said Station 410+16.71 and 45 feet from said location line; opposite Station 410+90 of said base line and 45 feet from said location line; and opposite said Station 410+90 and on said location line.

For the purpose of laying out, constructing and maintaining said State highway the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 71B of the Acts of 1956, all of the land outside of the limits of the existing public way or ways, and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 1 to 5 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, poles, conduits and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the Town of Brimfield which are included in the foregoing description.

The State highway hereby altered and laid out, and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield Hampden County Altered and Laid Out as a State Highway by the Department of Public Works October 29, 1957 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

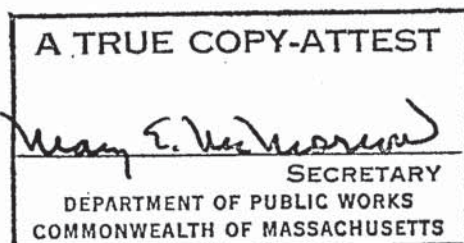
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Walter J. and Madonna E. Bartoszek	706 sq. ft.	\$1.00
2	Walter J. and Sarah E. Girard	0.11 acre	1.00
3	Gerald A. and Marie E. Bennetto	0.20 acre	1.00
4	Richard E. and Yvonne E. Lucier	0.25 acre	1.00
5	William H. and Laura A. Parmalee	155 sq. ft.	1.00
RT-1	Walter J. and Sarah E. Girard		1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore,

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty ninth day of October 1957.



Fred B. Dole
Acting Commissioner of Public Works
Lewis J. Fritz
Department
of
Public Works

Sturbridge Rd
Route 120

Drumfield

Filed - Nov. 5, 1957

Mr. Linhard Jones
Miss McMorroes
Office.

1958

Brimfield



STATE LAYOUT PLAN #4700
Route 20, Sturbridge Rd., Holland Rd.
easterly 6400 feet to layout 4759

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 66 PAGE 121-129

INDEXING

STATE LAYOUT PLAN #4700

- Image Info SH52009 Brimfield
- Image Info SH52009 Broad Brook
- Image Info SH52009 Holland Road
- Image Info SH52009 Route 20
- Image Info SH52009 Sturbridge Road

M

ROUTE 20

Highway Layout

PARCEL C-1
LOUIS GAGLIARDI
Area about 1.86 Acres

PARCEL
LOUIS GAGLIARDI
Area about 4.20 Acres

Location lines of July 10, 1923 State Highway Layout

Location lines of July 10, 1923 State Highway Layout

North Arrow

July 24, 1958

Edward S. Laga

A TRUE COPY, ATTEST

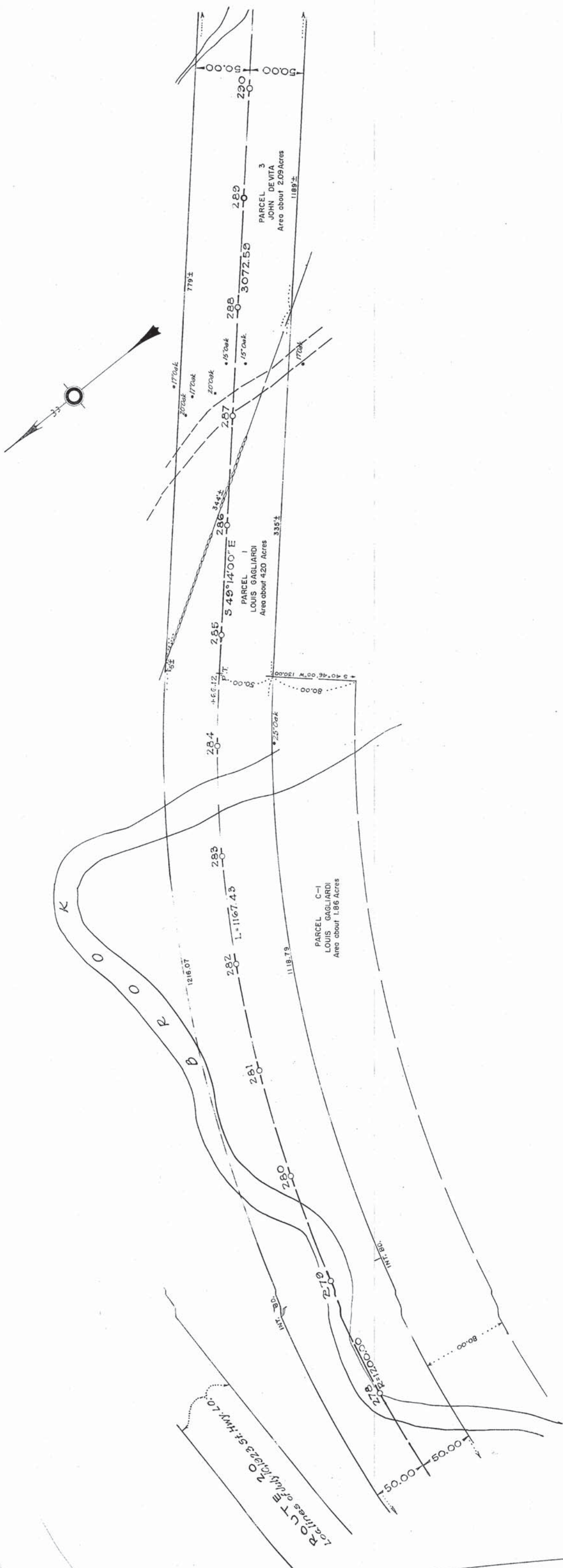
Mary S. McManus
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

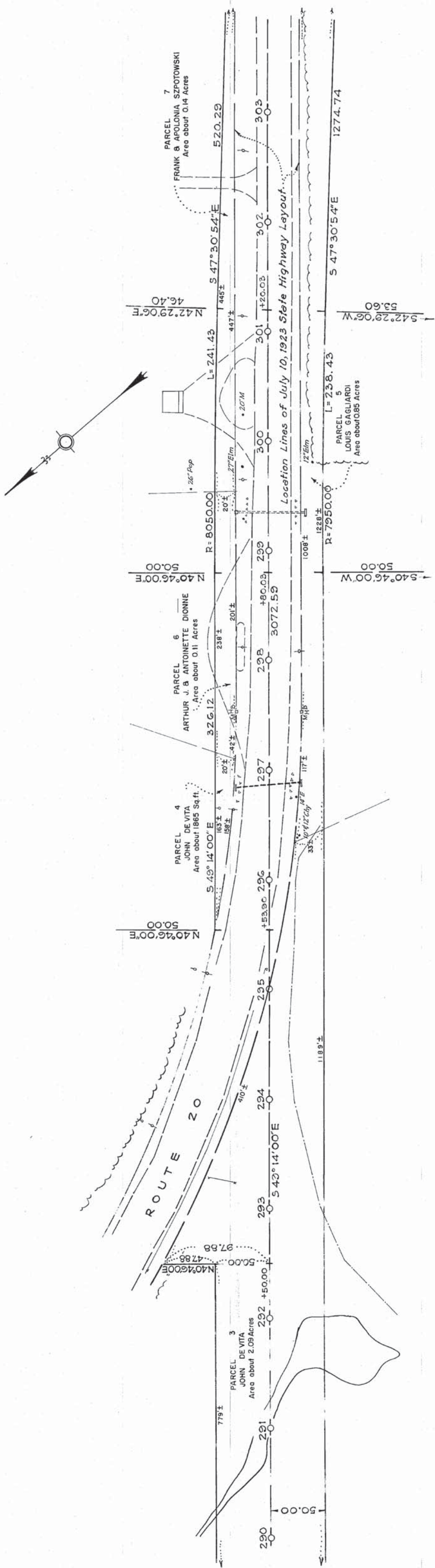
The Commonwealth of Massachusetts
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in the Town of

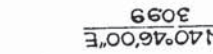
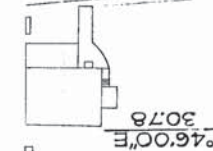
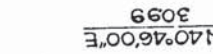
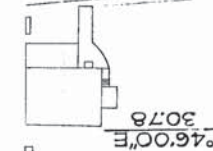
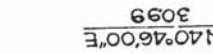
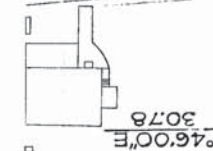
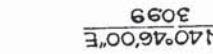
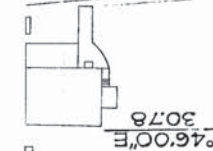
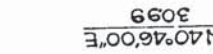
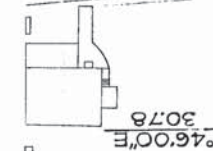
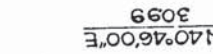
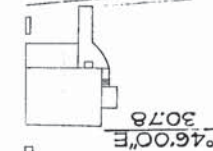
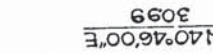
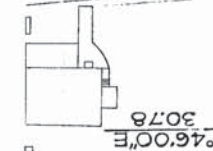
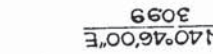
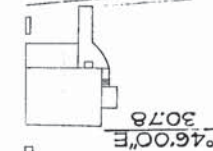
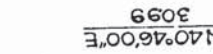
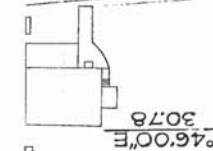
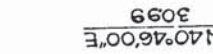
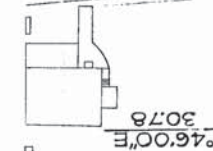
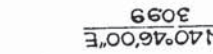
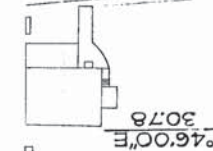
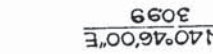
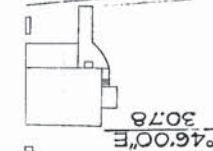
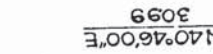
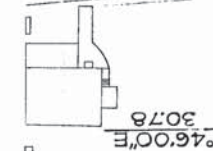
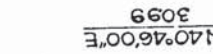
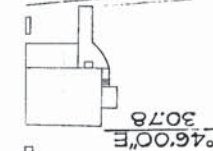
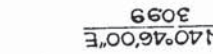
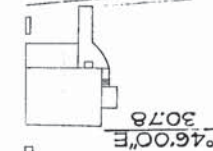
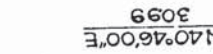
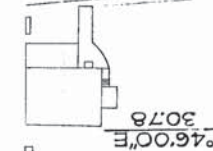
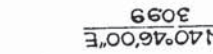
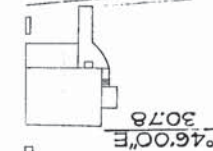
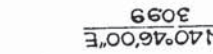
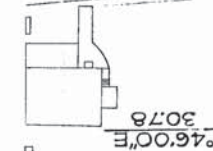
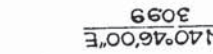
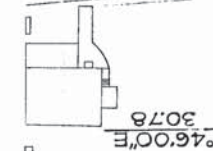
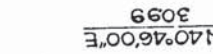
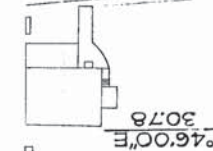
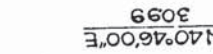
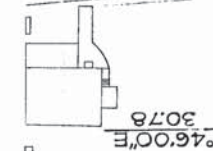
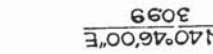
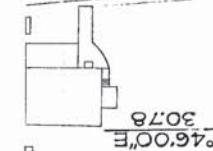
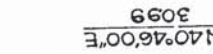
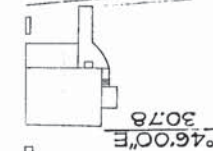
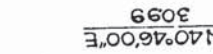
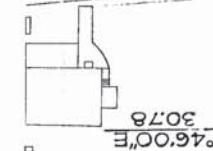
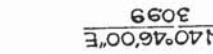
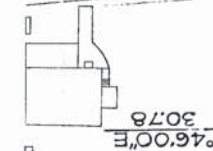
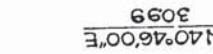
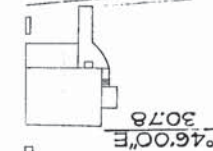
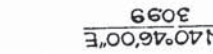
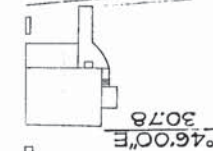
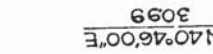
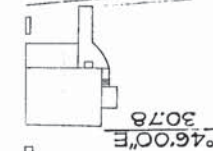
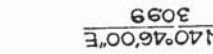
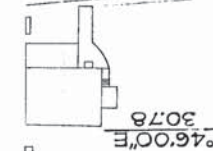
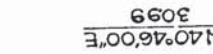
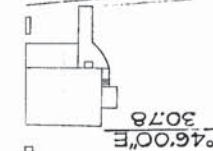
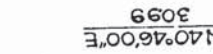
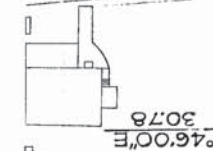
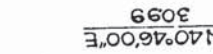
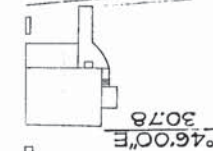
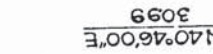
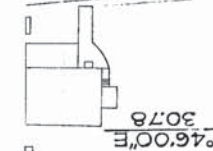
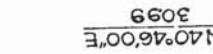
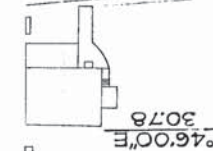
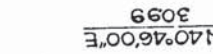
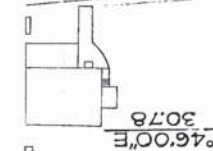
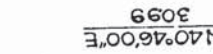
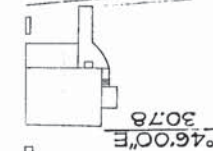
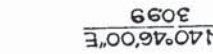
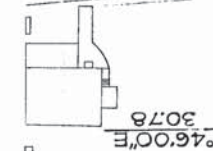
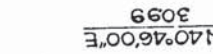
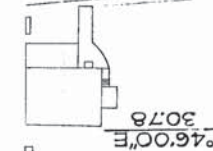
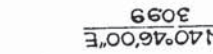
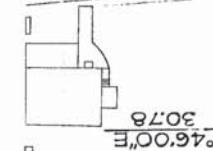
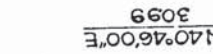
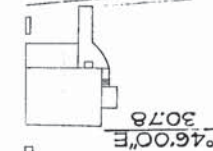
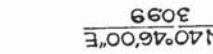
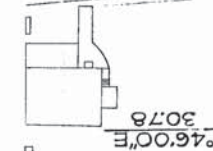
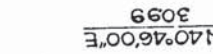
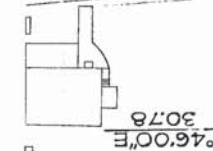
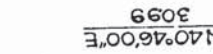
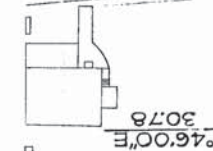
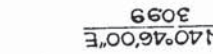
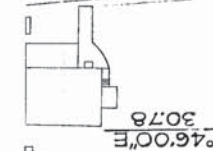
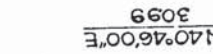
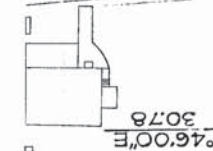
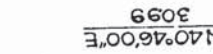
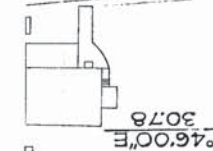
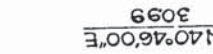
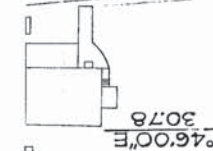
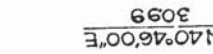
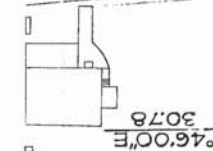
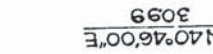
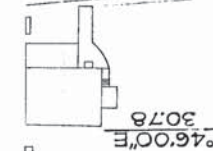
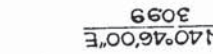
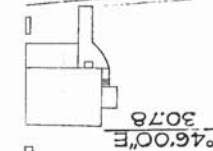
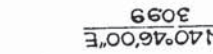
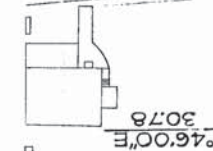
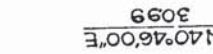
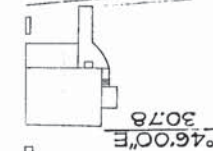
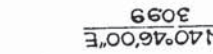
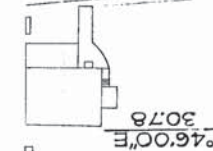
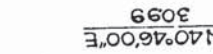
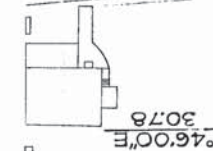
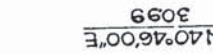
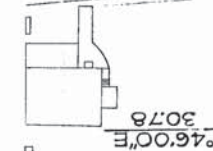
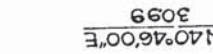
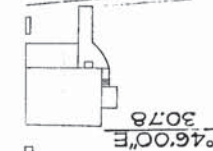
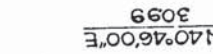
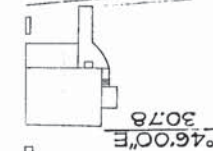
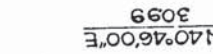
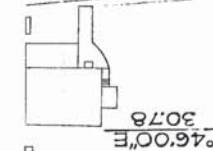
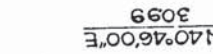
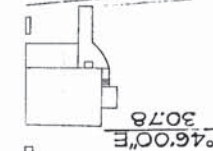
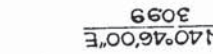
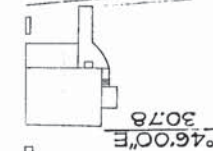
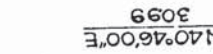
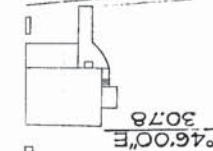
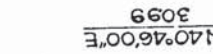
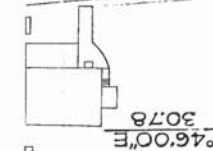
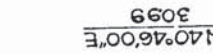
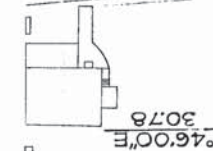
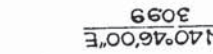
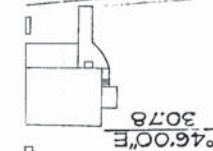
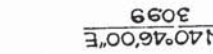
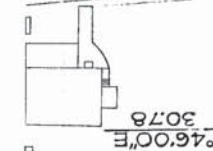
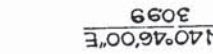
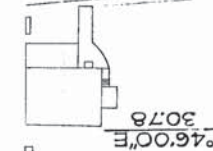
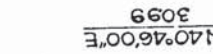
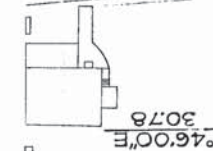
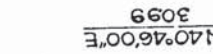
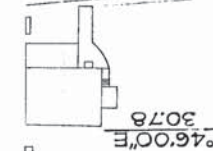
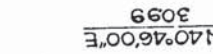
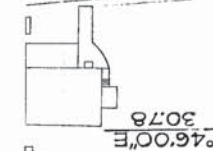
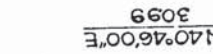
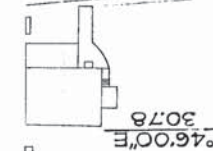
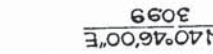
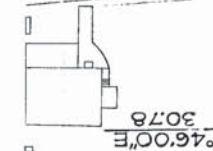
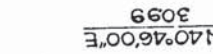
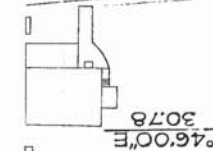
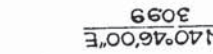
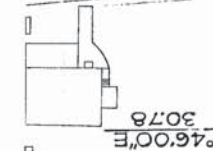
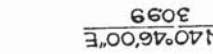
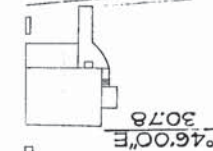
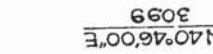
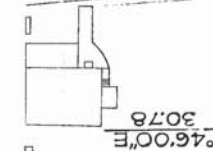
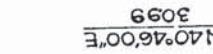
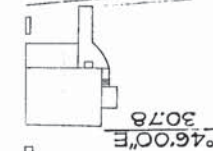
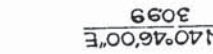
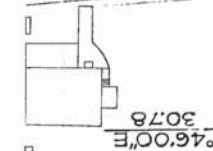
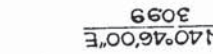
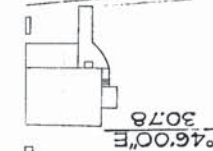
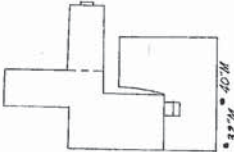
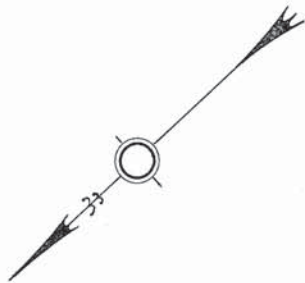
This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on July 1, 1958 in accordance with Chapter 81 of the General

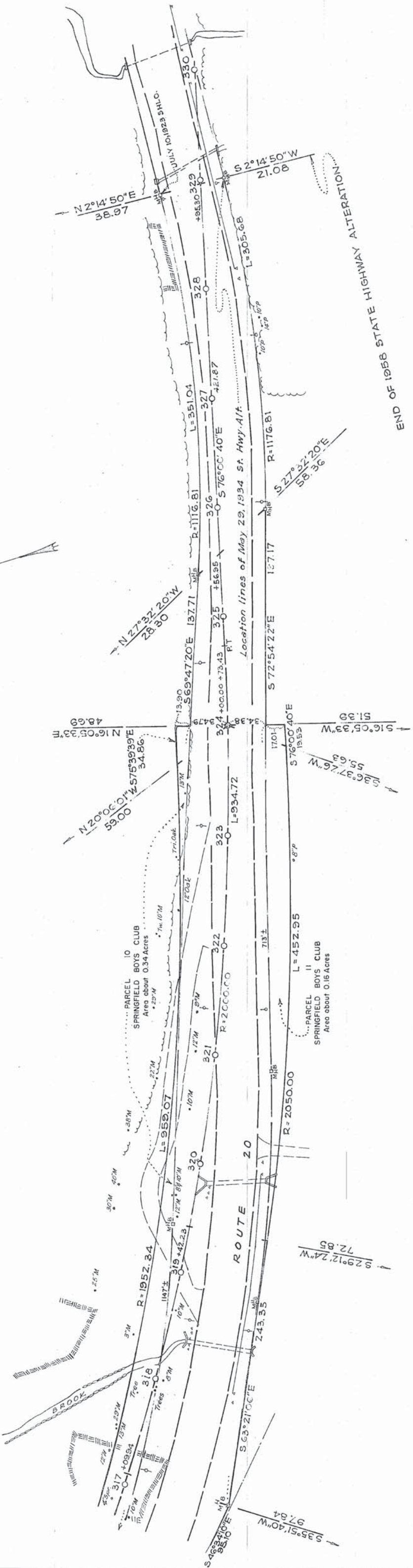
HAMDEN COUNTY
Altered and Laid out as a State Highway by the
Department of Public Works
JULY 1, 1958

S. J. McCarth
Chief Engineer











Brimfield

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

July 22, 1958

Mr. Edward G. Shea
Clerk of the Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of July 1, 1958, alter the location of a section of State highway laid out in the Town of Brimfield in the years 1923 and 1934.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Registered Mail.

May E. McManis
Secretary.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 4700
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of July 10, 1923, lay out and take charge of, as a State highway, a road in the Town of Brimfield, County of Hampden, being known as Sturbridge Road, (Route 20), and did, under date of May 29, 1934, alter said State highway as shown on plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden at Springfield and in the office of the Town Clerk of said Town of Brimfield; and

Whereas, it now appears advisable to make further changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration is located on Sturbridge Road, so called, (Route 20) and consists of widening, relocating, and in part re-establishing portions of the State highway location laid out on July 10, 1923 and altered on May 29, 1934, beginning at a point on said road about 250 feet easterly from the junction therewith of Holland Road, so called, and extending thence easterly about 6430 feet to the point of beginning of the aforesaid 1934 State highway alteration.

The base line of location of the State highway hereby altered and laid out, is that of a survey made by engineers of the Department in February 1957 and begins at a point in the existing roadway of the aforesaid Sturbridge Road shown on plan as Station 264+63.20 and extends thence easterly to northeasterly, as shown on plan, by a curve of 430.00 feet radius, 164.47 feet; thence North 75° 01' 34" East, 671.02 feet; thence by a curve to the right of 1200.00 feet; radius 1167.43 feet; thence South 49° 14' 00" East, 3072.59 feet; thence by a curve to the left of 2000.00 feet radius, 934.72 feet; thence South 76° 00' 40" East, 421.87 feet to a point at the end of the

The northeasterly location line of the section of State highway hereby altered and laid out, begins at a point on the northeasterly location line of the State highway layout of July 10, 1923 bearing North $7^{\circ} 23' 09''$ East and being 30.07 feet distant from Station 265+07.70 of the base line hereinbefore described, and extends thence, leaving said 1923 location line, North $7^{\circ} 23' 09''$ East, 20.49 feet to a point bearing North $7^{\circ} 23' 09''$ East and 50.56 feet distant from said Station 265+07.70, thence, easterly to northeasterly as shown on plan, by a curve of 430.00 feet radius, 100.40 feet to a point bearing North $14^{\circ} 58' 26''$ West and 50.00 feet distant from Station 266+27.67 of said base line, thence North $75^{\circ} 01' 34''$ East, 157.21 feet to a point again on said 1923 location line bearing North $14^{\circ} 58' 26''$ West and 50.00 feet distant from Station 267+84.88 of said base line; and begins again at a point on the southwesterly location line of said July 10, 1923 State highway layout, said point bearing North $14^{\circ} 58' 26''$ West and 50.00 feet distant from Station 271+25.83 of said base line and extends thence, leaving said 1923 location line, parallel to said base line and 50.00 feet distant therefrom to a point bearing North $40^{\circ} 46' 00''$ East and 50.00 feet distant from Station 292+50.00 of said base line; thence North $40^{\circ} 46' 00''$ East 47.88 feet to a point again on said 1923 location line bearing North $40^{\circ} 46' 00''$ East and 97.88 feet distant from said Station 292+50.00; and begins again at a point on the northeasterly location line of said 1923 State highway layout, bearing North $40^{\circ} 46' 00''$ East and 50.00 feet distant from Station 295+53.90 of said base line; and extends thence, leaving said 1923 location line South $49^{\circ} 14' 00''$ East, 326.12 feet to a point bearing North $40^{\circ} 46' 00''$ East and 50.00 feet distant from Station 298+80.03 of said base line, thence by a curve to the right of 8050.00 feet radius, 241.43 feet to a point bearing North $42^{\circ} 29' 06''$ East and 46.40 feet distant from Station 301+20.03 of said base line; thence South $47^{\circ} 30' 54''$ East, 520.29 feet to a point again on the northeasterly location line of the aforesaid 1923 State highway layout, bearing North $40^{\circ} 46' 00''$ East and 30.78 feet distant from Station 306+41.47 of said base line, thence following said 1923 location line, as hereby re-established, South $49^{\circ} 17' 01''$ East, 241.16 feet to a point bearing North $40^{\circ} 46' 00''$ East and 30.99 feet distant from Station 308+82.64 of said base line; thence by a curve to the right of 3466.51 feet radius, 299.90 feet to a point bearing North $40^{\circ} 46' 00''$ East and 18.29 feet distant from Station 311+82.17 of said base line; thence South $44^{\circ} 19' 36''$ East, 67.12 feet to a point on the northeasterly location line of the aforesaid State highway alteration of May 29, 1934, bearing North $40^{\circ} 46' 00''$ East and 12.55 feet distant from Station 312+49.05 of said base line; and extends thence, leaving said 1934 location line, South $47^{\circ} 30' 54''$ East, 145.63 feet to a point bearing North $41^{\circ} 56' 11''$ East and 8.19 feet distant from Station 313+94.45 of said base line; thence by a curve to the left of 1952.34 feet radius, 959.07 feet to a point bearing North $20^{\circ} 06' 01''$ West and 59.00 feet distant from Station 324+00.00 of said base line; thence South $75^{\circ} 39' 39''$ East, 34.86 feet to a point bearing North $16^{\circ} 05' 33''$ East and 48.69 feet distant from said Station 324+00.00; thence South $16^{\circ} 05' 33''$ West, 13.90

feet to a point again on the northeasterly location line of the aforesaid State highway alteration of May 29, 1934, bearing North $16^{\circ} 05' 33''$ East and 34.79 feet distant from said Station 324+00.00; thence, following said 1934 location line as hereby re-established, South $69^{\circ} 47' 20''$ East, 137.71 feet to a point bearing North $27^{\circ} 32' 20''$ West and 28.30 feet distant from Station 325+56.95 of said base line; thence by a curve to the left of 1116.81 feet radius, 351.04 feet to a point at the end of the alteration, bearing North $2^{\circ} 14' 50''$ East and 38.97 feet distant from the point of ending of the base line hereinbefore described, shown on plan as Station 328+95.30.

The southwesterly location line of the section of State highway hereby altered and laid out begins at a point on the southwesterly location line of the aforesaid July 10, 1923 State highway layout, said point bearing South $22^{\circ} 09' 49''$ West and being 30.97 feet distant from the point of beginning of the base line hereinbefore described, shown on plan as Station 264+63.20 and extends thence, leaving said 1923 location line, South $22^{\circ} 09' 49''$ West, 21.21 feet to a point bearing South $22^{\circ} 09' 49''$ West and 52.18 feet distant from said Station 264+63.20; thence parallel to said base line and 50.00 feet distant therefrom to a point bearing South $40^{\circ} 46' 00''$ West and 50.00 feet distant from Station 298+80.03 of said base line; thence by a curve to the right of 7950.00 feet radius, 238.43 feet to a point bearing South $42^{\circ} 29' 06''$ West and 53.60 feet distant from Station 301+20.03 of said base line; thence South $47^{\circ} 30' 54''$ East, 1274.74 feet to a point bearing South $41^{\circ} 56' 11''$ West and 91.81 feet distant from Station 313+94.45 of said base line; thence by a curve to the left of 2050.00 feet radius, 230.72 feet to a point on the southwesterly location line of the aforesaid May 29, 1934 State highway alteration bearing South $38^{\circ} 26' 59''$ West and 87.45 feet distant from Station 316+19.53 of said base line; thence, following said 1934 location line as hereby re-established, South $46^{\circ} 34' 10''$ East, 95.10 feet to a point bearing South $35^{\circ} 51' 40''$ West and 97.84 feet distant from Station 317+09.94 of said base line; thence leaving said 1934 location line and extending South $63^{\circ} 21' 06''$ East, 243.35 feet to a point bearing South $29^{\circ} 12' 24''$ West and 72.85 feet distant from Station 319+42.23 of said base line; thence by a curve to the left of 2050.00 feet radius, 452.95 feet to a point bearing South $36^{\circ} 37' 26''$ West and 55.63 feet distant from Station 324+00.00 of said base line; thence South $76^{\circ} 00' 40''$ East, 19.53 feet to a point bearing South $16^{\circ} 05' 33''$ West and 51.39 feet distant from said Station 324+00.00; thence North $16^{\circ} 05' 33''$ East, 17.01 feet to a point again on said 1934 location line bearing South $16^{\circ} 05' 33''$ West and 34.38 feet distant from said Station 324+00.00; thence, following said 1934 location line as hereby re-established, South $72^{\circ} 54' 22''$ East, 197.17 feet to a point bearing South $27^{\circ} 32' 20''$ East and 58.36 feet distant from Station 325+56.95 of said base line; thence by a curve to the left of 1176.81 feet radius, 305.68 feet to a point at the end of the alteration, bearing South $2^{\circ} 14' 50''$ West and 21.08 feet distant from the point of ending of the base line hereinbefore described, shown on plan as Station 328+95.30.

The location lines of the section of State highway hereby altered and laid out are to be further defined by bounds set thereon at angle points, points of curvature, and at the points of beginning and ending thereof, and by intermediate bounds on both location lines opposite Station 279 of the aforesaid base line and by intermediate bounds on the southwesterly location line opposite station 292+50.00 of said base line, and at a point thereon bearing South 42° 29' 06" West and 69.24 feet distant from station 306+41.47 of said base line.

It being necessary in the construction and/or reconstruction of the State highway herein referred to, to construct a new channel for an existing brook, the Department of Public Works, acting for the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, an easement in a parcel of land hereinafter described as Parcel C-1, said easement consisting of the right to enter upon said land at any time to construct a new channel for an existing brook together with the right to maintain and use said channel. Said parcel of land is shown on the plan hereinafter referred to and is described as follows:

Parcel C-1. A parcel of land supposed to be owned by Louis Gagliardi, located on the southwesterly side of the State highway layout hereinbefore described, bounded by the southwesterly location line thereof and by a line described as follows:

Beginning at a point on said location line bearing South 14° 58' 26" East and 50.00 feet distant from Station 271+70.00 of the base line hereinbefore described and extending thence South 14° 58' 26" East, 80.00 feet to a point bearing South 14° 58' 26" East and 130.00 feet distant from said Station 271+70.00; thence parallel to said base line and 130.00 feet distant therefrom to a point bearing South 40° 46' 00" West and 130.00 feet distant from Station 284+66.12 of said base line; thence North 40° 46' 00" East, 80.00 feet to a point again on said location line bearing South 40° 46' 00" West and 50.00 feet distant from said Station 284+66.12.

Containing about 1.86 acres.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon situated in the Town of Brimfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcel 1 to 11 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawfull rights of the public to use those parts of the public way or ways in the Town of Brimfield which are included in the foregoing description

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by E.J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield Hampden County Altered and laid out as a State Highway by the Department of Public Works July 1, 1958 Scale: 40 feet to the inch" an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Louis Gagliardi	4.20 Acres	\$1.00
2	Stanley W. and Loretta C. Puduski	4000 sq.ft.	1.00
3	John DeVita	2.09 Acres	1.00
4	John DeVita	1865 sq.ft.	1.00
5	Louis Gagliardi	0.85 Acres	1.00
6	Arthur J. and Antoinette Dionne	0.11 Acres	1.00
7	Frank and Apolonia Szpotowski	0.14 Acres	1.00
8	Frank J. and Mary P. Alberts	850 sq.ft.	1.00
9	Springfield Boy's Club	0.56 Acres	1.00
10	Springfield Boy's Club	0.34 Acres	1.00
11	Springfield Boy's Club	0.16 Acres	1.00
C-1	Louis Gagliardi	1.86 Acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: that said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the town in which said way is located, certified copies of said plan, and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this first day of July, 1958.

<u>A. N. DiNatale</u>	} Department of Public Works
<u>Fred B. Dole</u>	
<u> </u>	

A TRUE COPY-ATTEST

May E. McVernon
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

Brinfield

Filed - July 24, 1958

1958

Brimfield



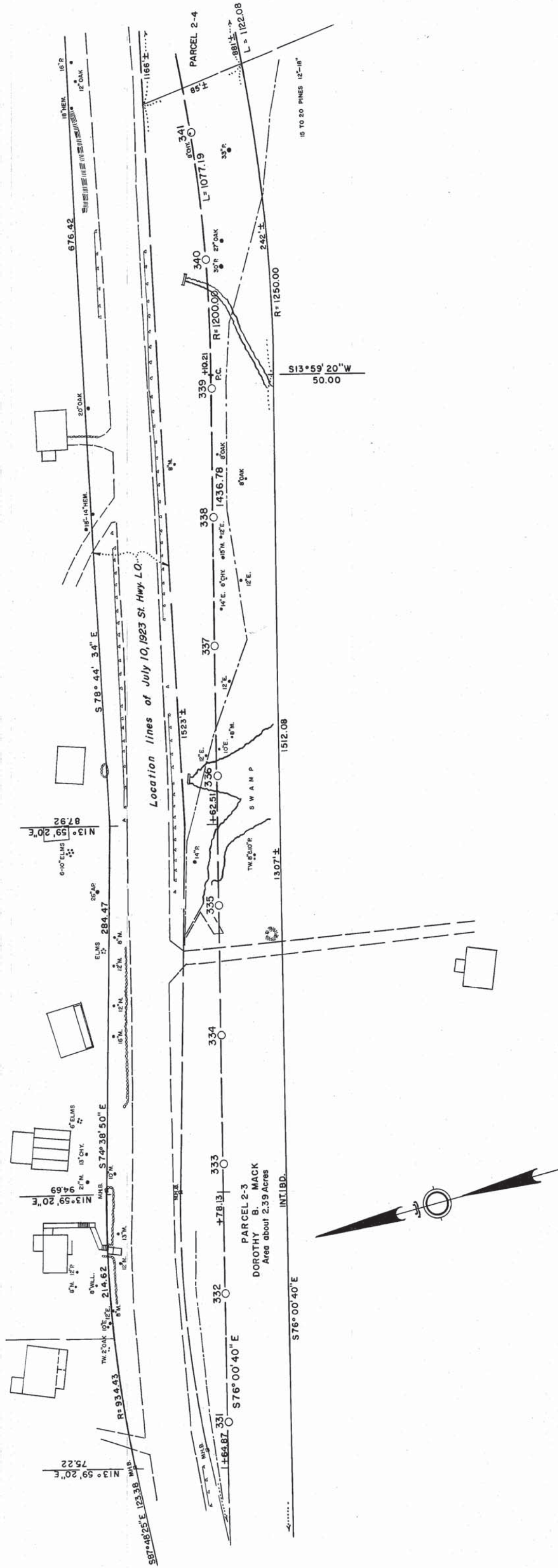
STATE LAYOUT PLAN #4759
Route 20, Sturbridge Rd., from layout 4700 to
Little Alum Pond Rd.

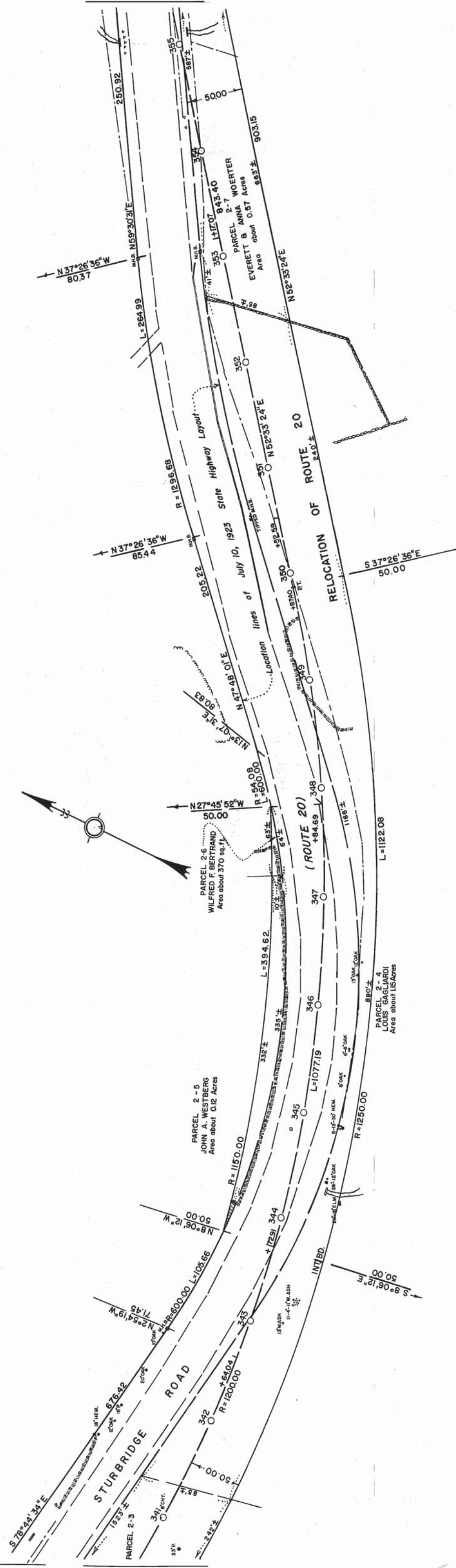
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 68 PAGE 92-104

INDEXING

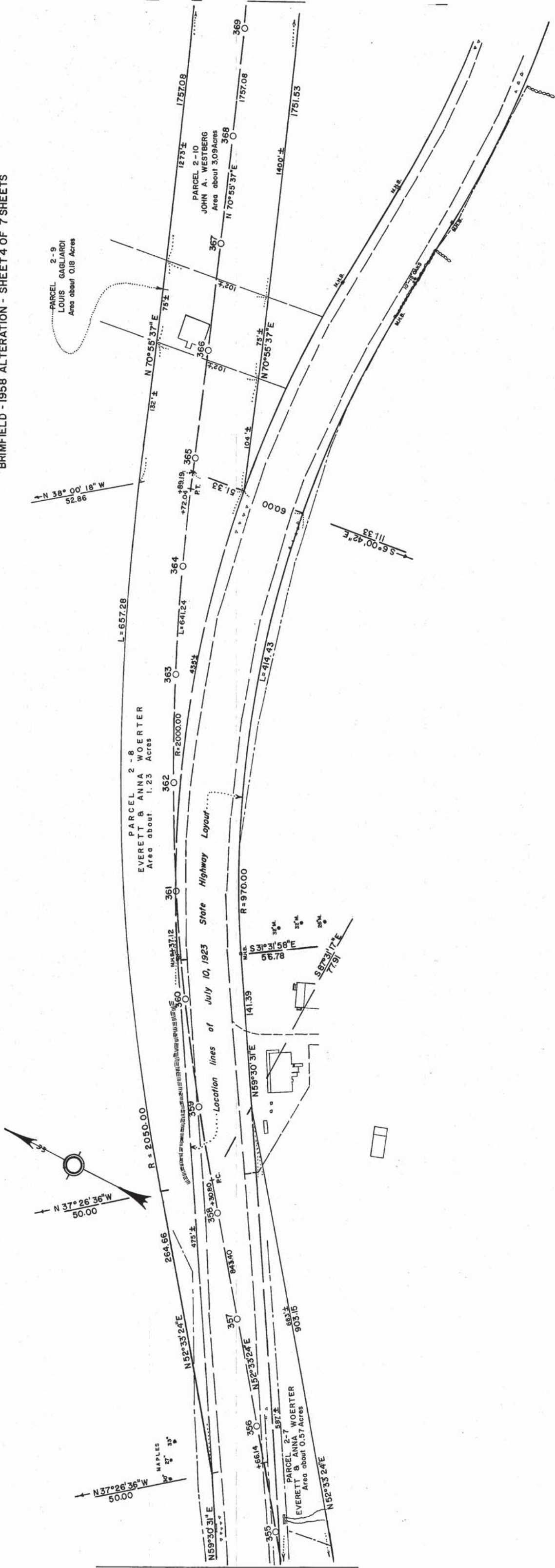
STATE LAYOUT PLAN #4759

- Image Info** SH52010 Brimfield
- Image Info** SH52010 Little Alum Pond Road
- Image Info** SH52010 Route 20
- Image Info** SH52010 Sturbridge Road

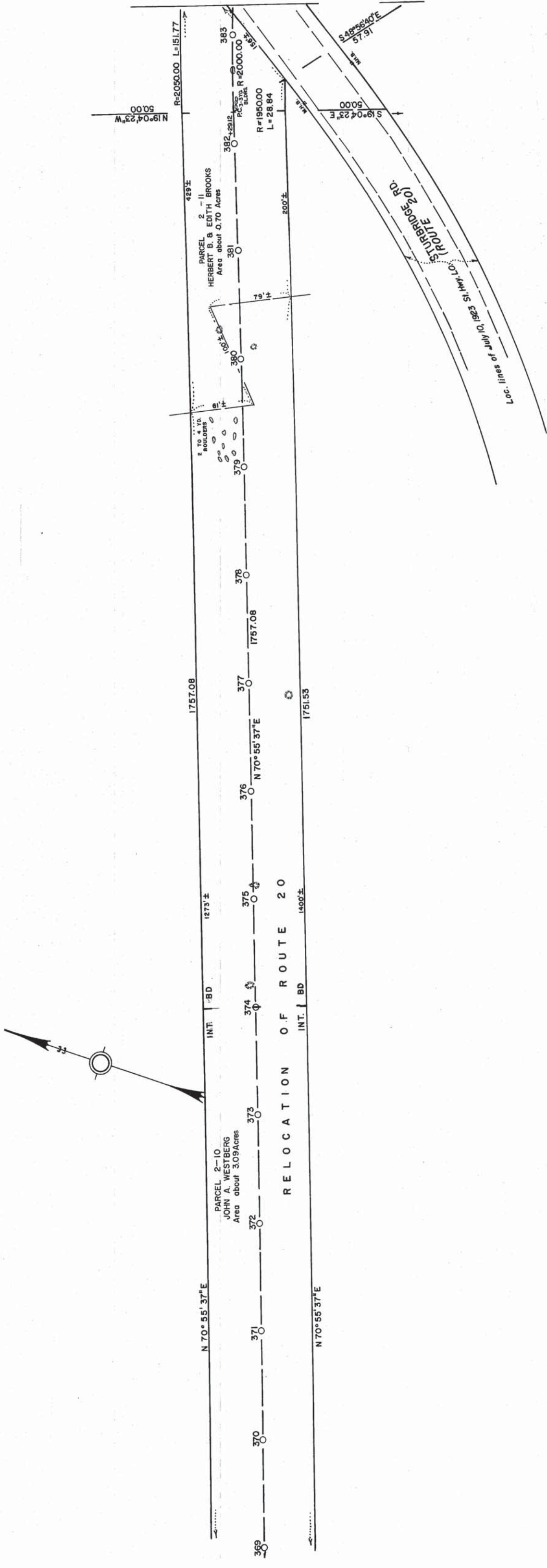


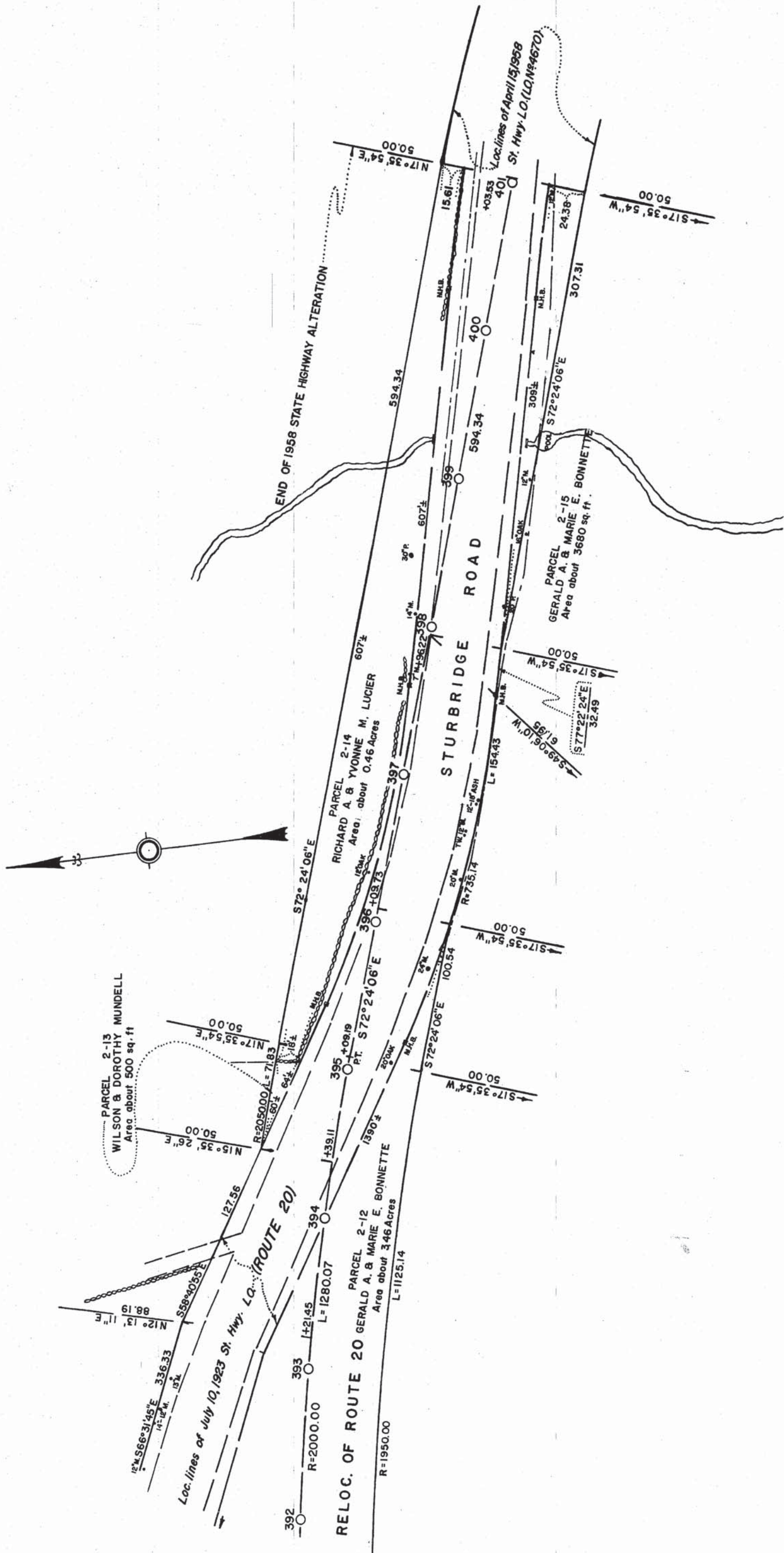


BRIMFIELD - 1958 ALTERATION - SHEET 4 OF 7 SHEETS



BRIMFIELD - 1958 ALTERATION - SHEET 5 OF 7 SHEETS





1958

Brimfield



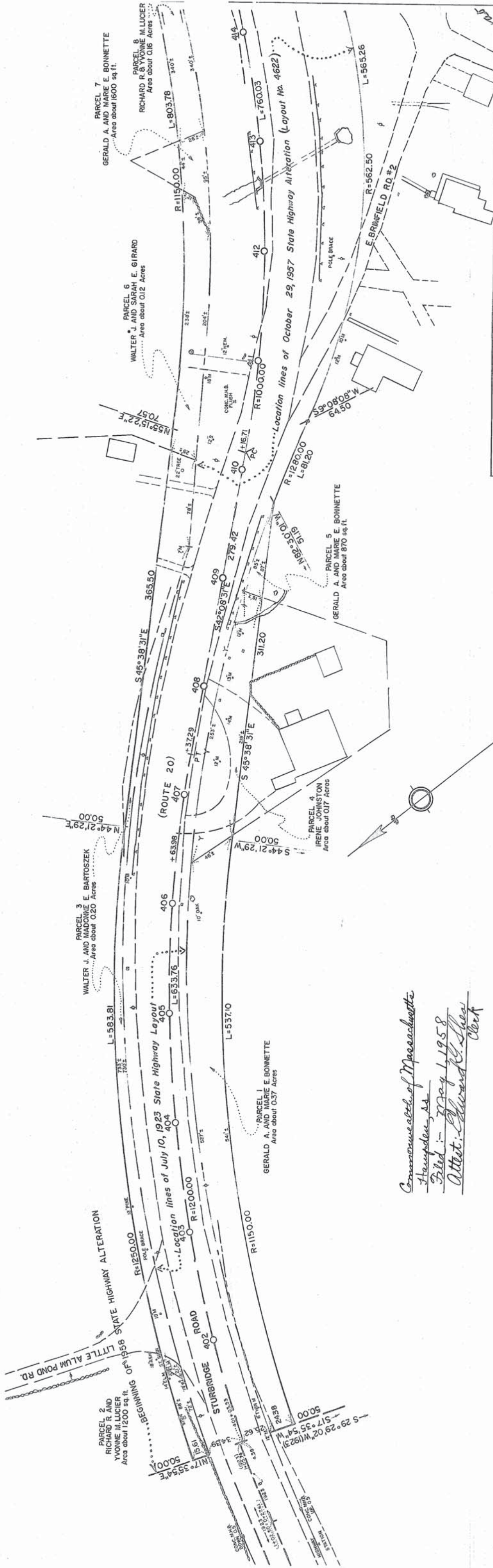
STATE LAYOUT PLAN #4670
Route 20, Sturbridge Rd., Little Alum Pond to Sturbridge line

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 65 PLAN 78-84

INDEXING

STATE LAYOUT PLAN #4670

- Image Info SH52011 Brimfield
- Image Info SH52011 Little Alum Pond
- Image Info SH52011 Route 20
- Image Info SH52011 Sturbridge line
- Image Info SH52011 Sturbridge Road



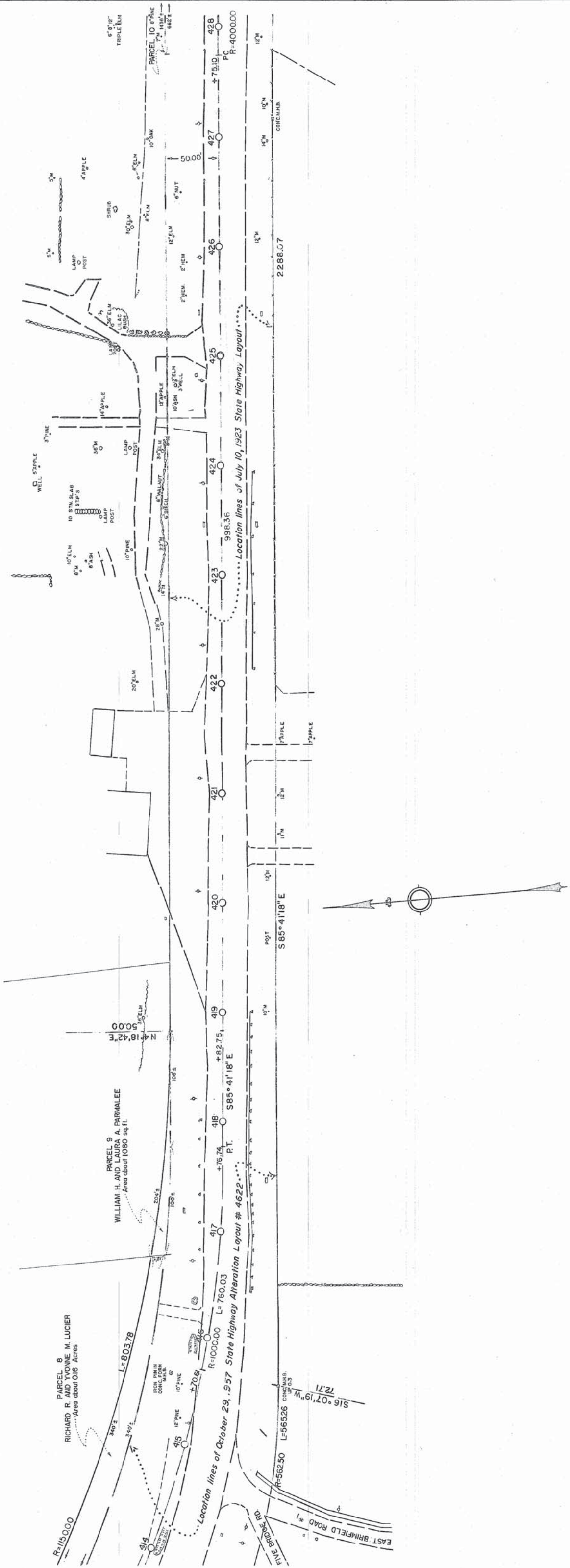
Commonwealth of Massachusetts
Hampden, ss
Filed: May 1, 1958
Attest: Edward R. Shaw
Clerk

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on April 15, 1958 in accordance with Chapter 81 of the General Laws.

[Signature]
Fred B. Gole
Department of Public Works

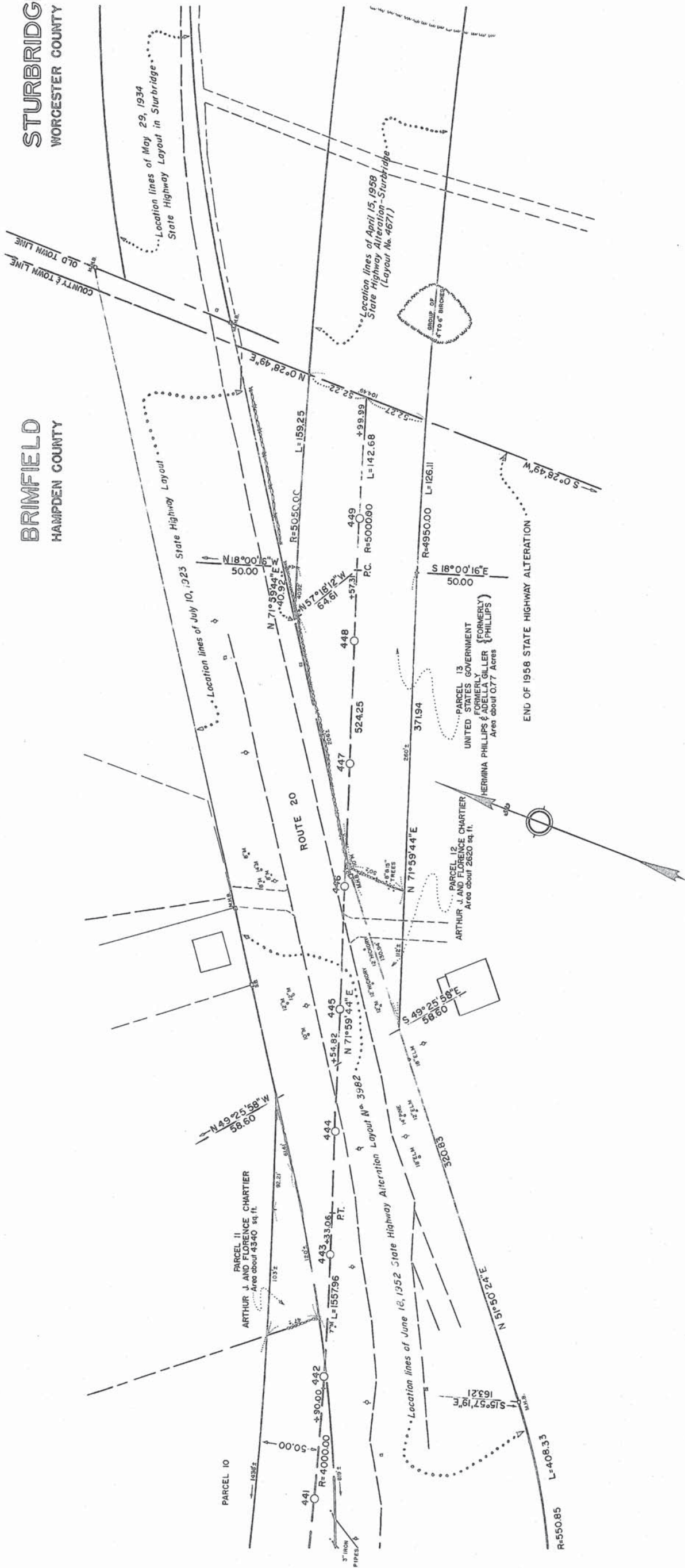
The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
BRIMFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
APRIL 15, 1958
Scale: 40 feet to the inch
[Signature]
Chief Engineer
Layout No. 4670

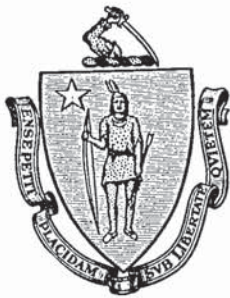
A TRUE COPY/ATTEST
[Signature]
SECRETARY
COMMONWEALTH OF MASSACHUSETTS



BRIMFIELD
HAMPDEN COUNTY

STURBRIDGE
WORCESTER COUNTY





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

April 15, 1958

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of April 15, 1958, alter the location of a section of State highway laid out in Brimfield in the years 1923, 1952 and 1957.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Mary E. McMoran
Secretary.

~~Registered Mail~~
H/C

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 4670
and Order of Taking

WHEREAS, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did, under date of July 10, 1923 lay out and take charge of as a State highway a road in the town of Brimfield, county of Hampden, being known as Sturbridge Road (Route 20) and said Department of Public Works did under dates of June 18, 1952 and October 29, 1957 alter the location of said State highway as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the Town Clerk of said town of Brimfield; and

WHEREAS, it now appears advisable to make further changes in the location lines of said State highway;

NOW, THEREFORE, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The State highway hereby altered and laid out consists of widening a portion of the location of the State highway on Sturbridge Road, laid out on July 10, 1923 and altered on June 18, 1952 (Layout No. 3982) and October 29, 1957 (Layout No. 4622) beginning at a point on said Road about 110 feet westerly of the junction therewith of Little Alum Pond Road, so called, and extending in a general easterly direction about 0.93 miles to the dividing line between the town of Brimfield, Hampden County, and the town of Sturbridge, Worcester County, being more fully described as follows:

The baseline used for the alteration is that of a survey made by Engineers of the Department in 1956 and begins at a point shown on plan as station 401+03.53, said point bearing south 17° 35' 54" west (would be south 29° 29' 02" west if referred to the system of bearings used for the aforesaid July 10, 1923 State highway layout) and being 4.38 feet distant from station 1+05.74 of the baseline of location

used for said 1923 layout and extends thence easterly to southeasterly, as shown on plan, by a curve of 1200.00 feet radius, 633.76 feet; thence south $42^{\circ} 08' 31''$ east, 279.42 feet; thence by a curve to the left of 1000.00 feet radius, 760.03 feet; thence south $85^{\circ} 41' 18''$ east, 998.36 feet; thence by a curve to the left of 4000.00 feet radius, 1557.96 feet; thence north $71^{\circ} 59' 44''$ east, 524.25 feet; thence by a curve to the right of 5000.00 feet radius, 142.68 feet to a point at the end of the alteration on the aforesaid dividing line between the towns of Brimfield and Sturbridge shown on plan as station 449+99.99.

The northerly location line of the State highway hereby altered and laid out begins at a point on the northerly location line of the aforesaid June 10, 1923 State highway layout, bearing north $17^{\circ} 35' 54''$ east and 34.39 feet distant from the point of beginning of the baseline hereinbefore described shown on plan as station 401+03.53 and extends thence, leaving said location line, north $17^{\circ} 35' 54''$ east, 15.61 feet to a point bearing north $17^{\circ} 35' 54''$ east and 50.00 feet distant from said station 401+03.53; thence easterly to southeasterly, as shown on plan by a curve of 1250.00 feet radius, 583.81 feet to a point bearing north $44^{\circ} 21' 29''$ east and 50.00 feet distant from station 406+63.98 of said baseline; thence south $45^{\circ} 38' 31''$ east, 365.50 feet to a point bearing north $55^{\circ} 15' 22''$ east and 70.57 feet distant from station 410+16.71 of said baseline; thence by a curve to the left of 1150.00 feet radius, 803.78 feet to a point again on the northerly location line of the aforesaid 1923 State highway layout bearing north $4^{\circ} 18' 42''$ east and 50.00 feet distant from station 418+82.75 of said baseline; thence easterly, in part following said State highway location line, as hereby re-established parallel to said baseline and 50.00 feet distant therefrom to a point on the northerly location line of said State highway as established by the June 18, 1952 State highway alteration, said point bearing north $49^{\circ} 25' 58''$ west and being 58.60 feet distant from station 444+54.82 of said baseline; then beginning again on the southerly location line of the aforesaid July 10, 1923 State highway layout bearing north $57^{\circ} 18' 12''$ west and 64.61 feet distant from station 448+57.31 of said baseline and extending thence, leaving said State highway location line, north $71^{\circ} 59' 44''$ east 40.92 feet to a point bearing north $18^{\circ} 00' 16''$ west and 50.00 feet distant from said station 448+57.31; thence by a curve to the right of 5050.00 feet radius, 159.25 feet to a point at the end of the alteration on the aforesaid dividing line between the towns of Brimfield and Sturbridge bearing north $0^{\circ} 28' 49''$ east and 52.22 feet distant from the point of ending of the baseline hereinbefore described, shown on plan as station 449+99.99.

The southerly location line of the State highway hereby altered and laid out begins at a point on the southerly location line of the aforesaid July 10, 1923 State highway layout bearing south $17^{\circ}35'54''$ west and 25.62 feet distant from the point of beginning of the base line hereinbefore described shown on plan as station 401+03.53 and extends thence south $17^{\circ}35'54''$ west, leaving said State highway location line, 24.38 feet to a point bearing south $17^{\circ}35'54''$ west and 50.00 feet distant from said station 401+03.53; thence easterly to southeasterly, as shown on plan, by a curve of 1150.00 feet radius, 537.10 feet to a point bearing south $44^{\circ}21'29''$ west and 50.00 feet distant from station 406+63.98 of said baseline; thence south $45^{\circ}38'31''$ east, 311.20 feet to a point again on the southerly location line of the aforesaid July 10, 1923 State highway layout bearing north $82^{\circ}30'01''$ west and 51.19 feet distant from station 410+16.71 of said baseline; thence southeasterly following said State highway location line as hereby re-established, by a curve to the right, not tangent to the line back of 1280.00 feet radius, 81.20 feet to a point bearing south $9^{\circ}08'08''$ west and 64.50 feet distant from said station 410+16.71; thence by a curve to the left of 562.50 feet radius, 565.26 feet to a point bearing south $16^{\circ}07'19''$ west and 72.71 feet distant from station 415+70.61 of said baseline; thence south $85^{\circ}41'18''$ east, 2288.07 feet to a point bearing south $10^{\circ}29'23''$ east and 189.00 feet distant from station 438+08.43 of said baseline; thence by a curve to the left of 550.85 feet radius, 408.33 feet to a point bearing south $15^{\circ}57'19''$ east and 163.21 feet distant from station 441+90.00 of said baseline; thence north $51^{\circ}50'24''$ east, 320.83 feet to a point bearing south $49^{\circ}25'58''$ east and 58.60 feet distant from station 444+54.82 of said baseline; thence leaving the southerly location line of the aforesaid July 10, 1923 State highway layout and extending north $71^{\circ}59'44''$ east, 371.94 feet to a point bearing south $18^{\circ}00'16''$ east and 50.00 feet distant from station 448+57.31 of said baseline; thence by a curve to the right of 4950.00 feet radius, 126.11 feet to a point at the end of the alteration, on the aforesaid dividing line between the towns of Brimfield and Sturbridge, bearing south $0^{\circ}28'49''$ west and 52.27 feet distant from the point of ending of the baseline hereinbefore described, shown on plan as station 449+99.99.

The location lines of the State highway altered and laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature, at the points of beginning and ending thereof, and at an intermediate point on the northerly location line opposite station 436 of the aforesaid base line.

That portion of the layout hereinbefore described, comprising the parcels of land, shown on the plan hereinafter referred to as Parcels 10 and 13, shall not become effective unless and until said parcels of land are acquired by the United States Government and an instrument is received granting the Commonwealth of Massachusetts easements for highway purposes therein.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapters 718 and 710 of the Acts of 1956 all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Brimfield, county of Worcester, all of said land being taken in fee simple, except Parcels 10 and 13 which are to be acquired by the United States Government and in which easements for highway purposes are to be granted the Commonwealth by said United States Government; the supposed owners of Parcels 1 to 9 inclusive, 11 and 12, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises, hereby taken and all lawful rights of the public to use those parts of the public way or ways in the town of Brimfield which are included in the foregoing description.

The State highway hereby altered and laid out, and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield, Hampden County Altered and laid out as a State Highway by the Department of Public Works April 15, 1958 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Gerald A. and Marie E. Bonnette	0.37 acres	\$1.00
2	Richard R. and Yvonne M. Lucier	1200 sq.ft.	1.00
3	Walter J. and Madonne E. Bartoszek	0.20 acres	1.00
4	Irene Johnston	0.17 acres	1.00
5	Gerald A. and Marie E. Bonnette	870 sq.ft.	1.00
6	Walter J. and Sarah E. Girard	0.12 acres	1.00
7	Gerald A. and Marie E. Bonnette	1600 sq.ft.	1.00
8	Richard R. and Yvonne M. Lucier	0.16 acres	1.00
9	William H. and Laura A. Parmalee	1080 sq.ft.	1.00
10	United States Government	1.64 acres	
11	Arthur J. and Florence Chartier	4340 sq.ft.	1.00
12	Arthur J. and Florence Chartier	2620 sq.ft.	1.00
13	United States Government	0.77 acres	

The names of owners herein given, although supposed to be correct are such only as matters of opinion and belief.

It is therefore

Voted, That said way as altered as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the town in which said way is located, certified copies of said plan and of a certificate signed by at least a

1958 L.O.

in Brimfield

No. 4670

Page 6.

majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fifteenth day of April, 1958.

A. N. DiNatale

) Department

Fred B. Dole

) of

) Public Works

A TRUE COPY-ATTEST

Mary E. McKeown

SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

Starbridge Rd
Quinfield

Filed,
May 1, 1958

1959

Brimfield



STATE LAYOUT PLAN #4854
Route 20, Sturbridge Rd., alteration of south line
near E. Woerter's property

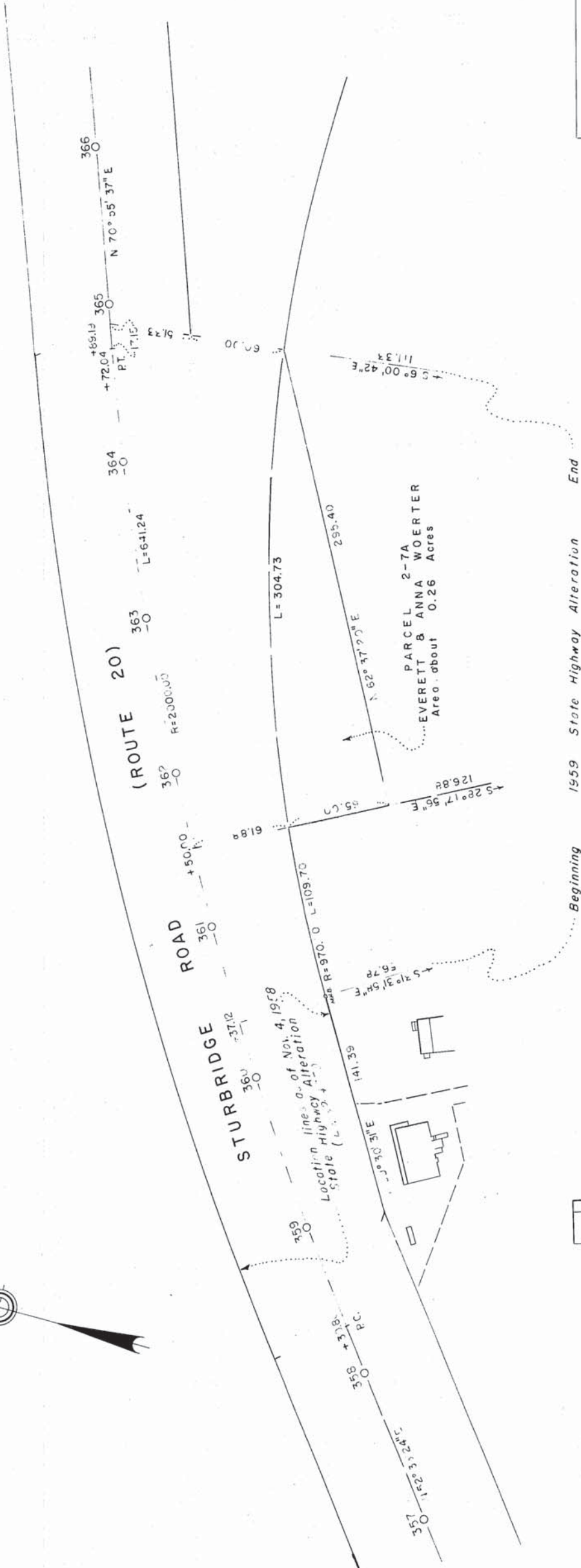
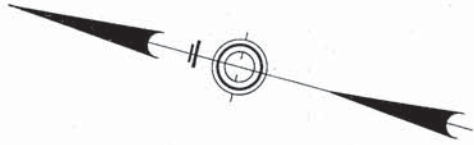
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 71 PAGE 79

INDEXING

STATE LAYOUT PLAN #4854

- Image Info SH52012 Brimfield
- Image Info SH52012 Route 20
- Image Info SH52012 Sturbridge Road
- Image Info SH52012 Woerter, E

ONE SHEET



Commonwealth of Massachusetts
Hampden Co.
Filed - June 3, 1959
Attest - Edward R. Allen
Clerk.



The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of

BRIMFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
May 12, 1959
Scale: 40 feet to the inch
C. J. McCarroll
Chief Engineer



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on May 12, 1959 in accordance with Chapter 81 of the General Laws.

Ed. B. Tobin
George C. Thompson
Department of Public Works



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Brimfield
Layout No. 4854

May 14, 1959.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of **May 12, 1959**, alter the location of a section of State highway laid out in **Brimfield** in the years 1923 and 1958.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

~~Respectfully,
Mary A. McMorris~~

Secretary.

Enclosures

H/c



The Commonwealth of Massachusetts

DEPARTMENT OF PUBLIC WORKS

Layout No. 4854
and Order of Taking

WHEREAS, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did, under date of **July 10, 1923** lay out and take charge of as a State highway a road in the **Town of Brimfield** county of **Hampden** ~~leading from~~ ⁷⁰⁶ **Sturbridge Road (Route 20)**, and said Department of Public Works ^{and being known as} did under date of November 4, 1958 (L.O. No. 4759) alter a portion of said State highway as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of **Hampden**, at **Springfield**, and in the office of the **Town** Clerk of said **Town** of **Brimfield**; and ^{further}

WHEREAS, it now appears advisable to make ~~certain~~ changes in the location lines of said State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The State highway hereby altered and laid out consists of widening and re-establishing a portion of the location established by said November 4, 1958 State highway alteration on the southerly side thereof, being more fully described as follows:

The baseline used for the State highway hereby altered and laid out is a portion of the baseline of location of the aforesaid November 4, 1958 State highway alteration.

The southerly location line of the State highway as hereby altered and laid out begins at a point on the southerly location line of the aforesaid November 4, 1958 State highway alteration bearing south $31^{\circ} 31' 58''$ east and 56.78 feet distant from station 360+37.12 of said baseline and extends thence following said location line, as hereby re-established, northeasterly, as shown on plan by a curve of 970.00 feet radius 109.70 feet to a point bearing south $28^{\circ} 17' 56''$ east and 61.88 feet distant from station 361+50.00 of said baseline; thence leaving said November 4, 1958 State highway location line and extending south $28^{\circ} 17' 56''$ east 65.00 feet to a point bearing south $28^{\circ} 17' 56''$ east and 126.88 feet distant from said station 361+50.00; thence north $62^{\circ} 37' 20''$ east 295.40 feet to a point at the end of the alteration, again on the southerly location line of said November 4, 1958 State highway alteration bearing south $6^{\circ} 00' 42''$ east and 111.33 feet distant from station 364+89.19 of said baseline.

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 718 of the Acts of 1956, all of the land outside of the limits of the existing public way or ways and within the limits of the layout, hereinbefore described, including all trees and structures located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcel 2-7A shown on the plan hereinafter referred to and being set forth hereinafter, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts

of the public way or ways in the Town of Brimfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid taking are shown on a plan signed by E. J. McCarthy, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield Hampden County Altered and Laid out as a State Highway by the Department of Public Works May 12, 1959 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by Everett and Anna Woerter in their property by reason of the aforesaid taking, an award of \$1.00 is made (Area of taking is about 0.26 acres).

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore,

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan together with a copy of this adjudication and vote.

Dated at Boston this twelfth day of May, 1959.

A. N. DiNatale

) Department

Fred B. Dole

) of

George C. Toumpouras

) Public Works

A TRUE COPY-ATTEST

May 2, 1959
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

Starbridge Rd
Brimfield

Filed - June 3, 1959

1960

Brimfield



STATE LAYOUT PLAN #5020
Route 20 Sturbridge Rd., abandonment of portion of 1923 layout at
Sturbridge line

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 77 PAGE 54

INDEXING

STATE LAYOUT PLAN #5020

- Image Info SH52013 Brimfield
- Image Info SH52013 Route 20
- Image Info SH52013 Sturbridge Line
- Image Info SH52013 Sturbridge Road

Commonwealth of Massachusetts
Hampden, ss.
Filed - August 23 1960
Attest - Edward J. Farrell
clerk.

A TRUE COPY-ATTEST

Edith J. Cronin

SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

The Commonwealth of Massachusetts
PLAN OF ROAD.
in the Town of

BRIMFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by
Department of Public Works

JULY 26, 1960

Scale: 40 feet to the inch

E. J. McCarty
Chief Engineer

This certifies that the section of road marked on this plan "Abandonment" was abandoned by the Department of Public Works on July 26, 1950 in accordance with Chapter 81 of the General Laws.

Edw. J. Tate
Fred B. Drake
Major C. J. [unclear]
Department of Public Works

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on July 26, 1960 in accordance with Chapter 81 of the General Laws.

[Signature]
Fred B. Dole

[Signature]
George C. Thompson
Department of Public Works





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

August 8, 1960.

Brimfield
Layout No. 5020

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

The Department of Public Works did, under date of July 26, 1960, alter the location of a section of State highway previously laid out in the town of Brimfield, and did abandon certain land previously taken for State highway purposes.

A plan showing said abandonment and the State highway as altered, and certificate that said Department of Public Works has abandoned said land and has laid out and taken charge of said State highway as altered in accordance with said plan are sent you herewith for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to said abandonment and alteration is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith I. Cronin

Secretary

H/ihc

Enclosures

*Brought in by a state man
and filed
August 23, 1960*



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 5020

WHEREAS, the **Department of Public Works,**
 acting on behalf of the Commonwealth of Massachusetts, did, under date of
July 10, 1923

lay out and take charge of as a State highway a road in the **Town of Brimfield**
 county of **Hampden** ~~leading from~~

~~XX~~ **Sturbridge Rd. (Rte. 20),** and did under dates of **June 18, 1952** and **April 15, 1958** alter portions of said State highway location
 as shown on the plans of said State highway on file in the office of the Department of Public
 Works, copies of which plans have been filed in the office of the County Commissioners of said
 County of **Hampden**, at **Springfield**, and in the office of the
Town Clerk of said **Town** of **Brimfield**; and
 further

WHEREAS, it now appears advisable to make ~~certain~~ changes in the location lines of said
 State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
 as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
 tion thereto, the Department of Public Works adjudges that public necessity and convenience
 require that the Commonwealth should alter the location of said State highway, and should
 lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of revising the northerly location line of the aforesaid July 10, 1923 State highway layout and altered on April 15, 1958, to conform to the westerly end of that portion of the location of said July 10, 1923 State highway layout which is no longer needed for State highway purposes and which is hereby abandoned. Said alteration is located on Sturbridge Road at the dividing line between the Town of Brimfield, Hampden County and the Town of Sturbridge Worcester County, being more fully described as follows:

The stations hereinafter referred to are points on the baseline of location of the aforesaid July 10, 1923 State highway layout unless otherwise herein referred to.

The northerly location line of the State highway as hereby altered and laid out begins at a point on the northerly location line of the aforesaid July 10, 1923 State highway layout, bearing north $6^{\circ} 55' 10''$ west (would be north $18^{\circ} 46' 49''$ west if referred to the system of bearings used in 1958) and 51.53 feet distant from station 50+09.75 and extends thence leaving said 1923 location line, south $6^{\circ} 55' 10''$ east 103.06 feet to a point at the end of the alteration bearing south $6^{\circ} 55' 10''$ east and 51.53 feet distant from said station 50+09.75; said point also bearing north $57^{\circ} 18' 12''$ west and being 64.61 feet distant from station 448+57.31 of the baseline of location used for the aforesaid April 15, 1958 State highway alteration.

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by bounds set thereon at the points of beginning and ending thereof.

ABANDONMENT

That portion of the State highway location hereby abandoned by said alteration is described as follows: Beginning at a point on the northerly location line of the aforesaid July 10, 1923 State highway layout bearing north $6^{\circ} 55' 10''$ west and 51.53 feet distant from station 50+09.75 and extending thence north $69^{\circ} 04' 50''$ east 268.61 feet to a point on the dividing line between the aforesaid Towns of Sturbridge and Brimfield, said point bearing north $12^{\circ} 20' 28''$ east and being 59.80 feet distant from station 52+58.04; thence following said dividing line south $12^{\circ} 20' 28''$ west 119.60 feet to a point bearing south $12^{\circ} 20' 28''$ west and 59.80 feet distant from station 52+58.04; thence leaving said dividing line and extending south $69^{\circ} 04' 50''$ west 227.95 feet to a point bearing south $6^{\circ} 55' 10''$ east and 51.53 feet distant from station

50+09.75; thence north 6° 55' 10" east 103.06 feet to the point of beginning.

An easement is hereby granted to the United States Government in the parcel of land hereinafter described as Parcel FE-1 and consists of the right, the power and the privilege of said Government to occasionally overflow, flood or submerge said land to an elevation of 656 feet above mean sea level. Said easement restricts the use of said land for State highway purposes and also reserves the right of said Government to approve and/or disapprove any application for the erection and maintenance of any or all structures needed for the operation and maintenance of said State highway.

Parcel FE-1. A triangular parcel of land comprising a portion of the aforesaid July 10, 1923 State highway location as altered on June 18, 1952 bounded northerly by portions of the aforesaid northerly location lines of said 1923 and 1952 layouts, 404.09 feet; easterly by the location line of the State highway alteration hereinbefore described, 103.06 feet; and southerly, 392.12 feet by a line parallel to and 50 feet distant northerly from the baseline of location of the aforesaid April 15, 1958 State highway alteration.

Parcel FE-1 is more particularly shown on the plan hereinafter referred to.

The State highway hereby altered and laid out and the land hereby abandoned are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield Hampden County Altered and Laid out as a State Highway by the Department of Public Works July 26, 1960 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and abandonment in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted; That the portion of the State highway location as hereinbefore described and as described and shown on said plan, and marked "Abandonment" thereon, be and the same is hereby abandoned; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the Town Clerk of the Town of Brimfield, certified copies of said

plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has abandoned the land herein referred to, together with a copy of this adjudication and vote.

It is also

Voted; That said way, as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Town Clerk of the Town of Brimfield, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-sixth day of July, 1960.

A. N. DiNatale

Department

Fred B. Dole

of

George C. Toumpouras

Public Works

A TRUE COPY-ATTEST

Edith J. Cronin

SECRETARY

DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1965

Brimfield

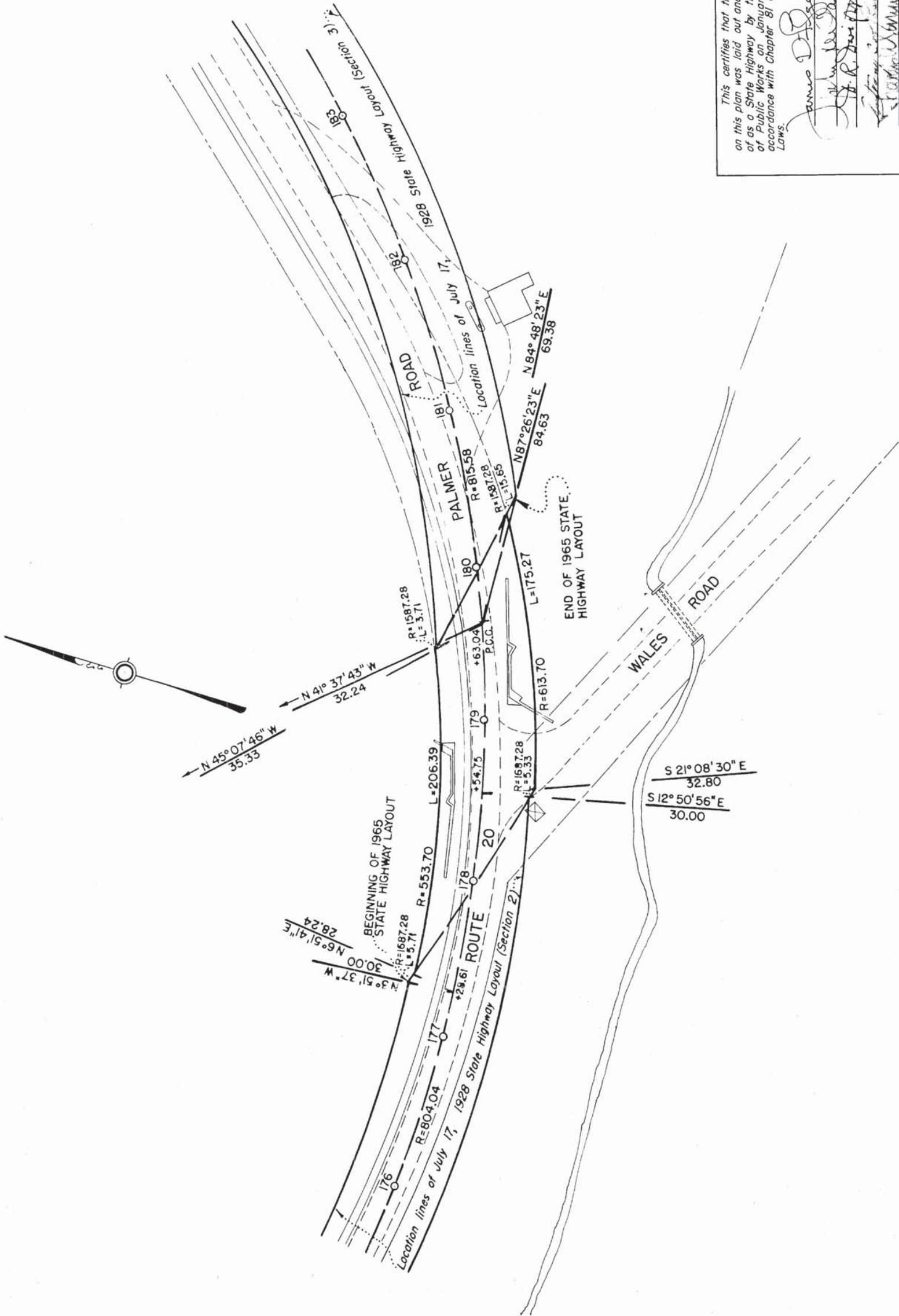


STATE LAYOUT PLAN #5473
Route 20, Palmer Rd., alteration at Wales Rd.

INDEXING

STATE LAYOUT PLAN #5473

- Image Info SH52014 Brimfield
- Image Info SH52014 Palmer Road
- Image Info SH52014 Route 20
- Image Info SH52014 Wales Road



The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of

BRIMFIELD

HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works

JANUARY 27, 1965

Scale: 40 feet to the inch

Edward F. Foley
Chief Engineer

Layout No. 5473

This certifies that the road shown
on this plan was laid out and taken charge
of as a State Highway by the Department
of Public Works on January 27, 1965, in
accordance with Chapter 81 of the General
Laws.

James D. D'Amico
James D. D'Amico
James D. D'Amico
James D. D'Amico
James D. D'Amico

Department of Public Works



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 02114

Brimfield

January 27, 1965.

LAYOUT # 5473

Mr. Edward G. Shea,
Clerk, Hampden County Commissioners,
Court House,
Springfield, Massachusetts.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated January 27, 1965, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in Brimfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours very truly,

Edith I. Cronin

Department Secretary

EIC:g

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5473

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on October 29, 1964 as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway, a road in the Town of Brimfield, County of Hampden. The layout consists of establishing a new State highway location for a portion of Route 20 (Palmer Road) so called, beginning at the easterly end of Section 2 of the July 17, 1928 State highway layout and extending thence, easterly about 200 feet to the westerly end of Section 3 of said 1928 State highway layout, and is more fully described as follows:

The Stations hereinafter referred to are points on the baseline of location of the aforesaid July 17, 1928 State highway layout.

The length of the State highway hereby laid out is about 200 feet.

The northerly location line of the State highway hereby laid out begins at a point on the aforesaid easterly end of Section 2 of the July 17, 1928 State highway layout said point bearing north $6^{\circ} 51' 41''$ east and being 28.24 feet distant from Station 177+28.61, and extends thence, leaving said easterly end, easterly by a curve to the left of 553.70 feet radius 206.39 feet to a point bearing north $45^{\circ} 07' 46''$ west and 35.33 feet distant from Station 179+63.04; thence southeasterly by another curve to the left of 1587.28 feet radius 3.71 feet to a point at the end of this layout, said point marking the point of beginning of the northerly location line of the aforesaid third section of the July 17, 1928 State highway layout, said point bearing north $41^{\circ} 37' 43''$ west and being 32.24 feet distant

from said Station 179+63.04.

The southerly location line of the State highway hereby laid out begins at the point of ending of the southerly location line of the aforesaid second section of State highway laid out on July 17, 1928, said point bearing south $12^{\circ} 50' 56''$ east and being 30.00 feet distant from Station 178+54.75, and extends thence leaving said location line, southeasterly by a curve to the left of 1687.28 feet radius 5.33 feet to a point bearing south $21^{\circ} 08' 30''$ east and 32.80 feet distant from said Station 178+54.75; thence easterly to northeasterly by a curve of 613.70 feet radius 175.27 feet to a point at the end of this layout on the westerly end of Section 3 of the aforesaid July 17, 1928 State highway layout, said point bearing north $84^{\circ} 48' 23''$ east and being 69.38 feet distant from Station 179+63.04.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at points of curvature and at the points of beginning and ending thereof.

The State highway hereby laid out is shown on a plan signed by Daniel S. Horgan, Chief Engineer and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield, Hampden County, laid out as a State highway by the Department of Public Works January 27, 1965 Scale: 40 feet to the inch".

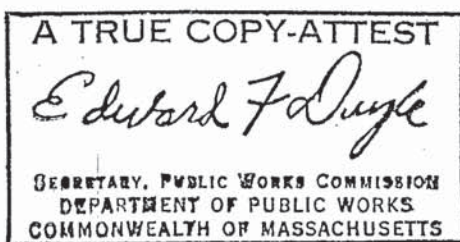
It is therefore

VOTED: That said new or existing way as described herein and as described and shown on said plan, be, and the same is, hereby laid out and taken charge of by the Commonwealth, that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that

said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-seventh day of January, 1965.

<u>James D. Fitzgerald</u>	MASSACHUSETTS
<u>F. W. Sargent</u>	DEPARTMENT
<u>D. R. Dwight</u>	OF
<u>John D. Warner</u>	PUBLIC WORKS
<u>Anthony C. Rosselli</u>	



1965

Brimfield



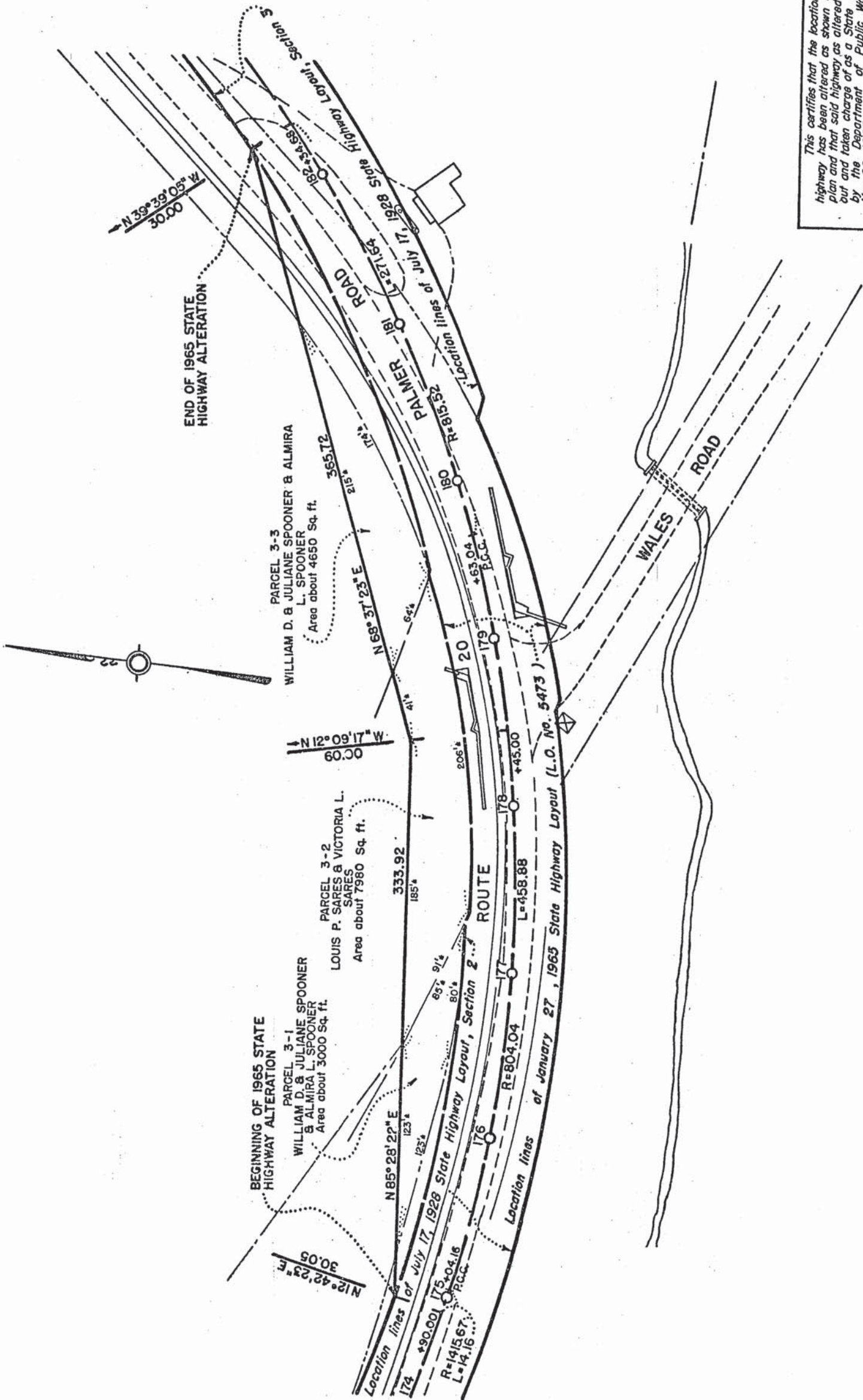
STATE LAYOUT PLAN #5474
Route 20, Palmer Rd., alteration of north line at Wales Rd. (Route 20)

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 99 PAGE 30(B)

INDEXING

STATE LAYOUT PLAN #5474

- Image Info** SH52015 Brimfield
- Image Info** SH52015 Palmer Road
- Image Info** SH52015 Route 20
- Image Info** SH52015 Wales Road



A TRUE COPY ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

The Commonwealth of Massachusetts

PLAN OF ROAD
in the Town of

BRIMFIELD
HAMPDEN COUNTY

Altered and laid out as a State Highway by the
Department of Public Works

May 26, 1965

Scale: 80 feet to the inch

Daniel H. Ryan, P.E.
Chief Engineer

Layout No. 5474

This certifies that the location of the
highway has been altered as shown on this
plan and that said highway as altered was laid
out and taken charge of as a State Highway
by the Department of Public Works on
May 26, 1965 in accordance with
Chapter 81 of the General Laws.

Frank J. [Signature]
[Signature]
[Signature]
[Signature]
Department of Public Works





The Commonwealth of Massachusetts
Department of Public Works

Layout No. 5474
& Order of Taking

100 Nashua Street, Boston 14

May 26, 1965

Mr. Edward G. Shea
Clerk, Hampden County Commissioners
Court House
Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of May 26, 1965, alter the location of a section of State highway laid out in Brimfield in the years 1928 and 1965.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle

Secretary.

~~Registered Mail~~
EFD:hfm
Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5474
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts did under dates of July 17, 1928 (L.O. No. 2515) and January 27, 1965 (L.O. No. 5473) lay out and take charge of as a State highway a road in the Town of Brimfield, County of Hampden being known as Route 20 (Palmer Road) as shown on plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the Town Clerk of said Town of Brimfield; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said way as altered, as hereinafter described.

The alteration establishes a location for a widening of said State highway on the northerly side thereof, between stations 174+90.00 and 182+34.68 of the baseline of location of said 1928 State highway layout, and the stations hereinafter referred to are points on said baseline.

The northerly location line of the State highway as hereby altered and laid out begins at a point on the northerly location line of the second section of said 1928 State highway layout, said point bearing north $12^{\circ}42'23''$ East and being 30.05 feet distant from station 174+90.00, and extends thence leaving said location line North $85^{\circ}28'22''$ East 333.92 feet to a point bearing North $12^{\circ}09'17''$ West and 60.00 feet distant from station 178+45.00; thence North $68^{\circ}37'23''$ East 365.72 feet to the point of ending thereof, on the northerly location line of the third section of said 1928 State highway layout, said point bearing North $39^{\circ}39'05''$ West and being 30.00 feet distant from station 182+34.68.

The location line of the State highway, altered and laid out as hereinbefore described is to be further defined by bounds set thereon at an angle point and at the points of beginning and ending thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956 as amended, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not however including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the Town of Brimfield, County of Hampden all of said land being taken in fee simple, the supposed owners of Parcels 3-1 to 3-3 inclusive, shown on the plan hereinafter referred to being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage,

gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Brimfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the Town of Brimfield Hampden County Altered and laid out as a State Highway by the Department of Public Works May 26, 1965 Scale: 80 feet to the inch" an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

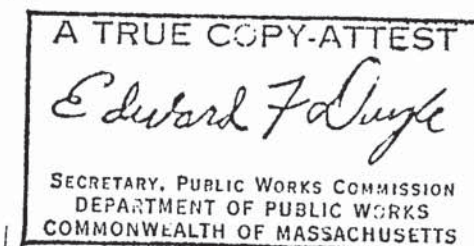
<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
3-1	William D. and Julianne Spooner and Almira L. Spooner	3,000 Square
3-2	Louis P. Sares and Victoria L. Sares	7,980 Square
3-3	William D. and Julianne Spooner and Almira L. Spooner	4,650 Square

The names of owners herein given, although supposed to be correct are such only as matters of opinion and belief.

It is therefore

Voted: that said way as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-sixth day of May, 1965.



F. W. Sargent

John D. Warner

D. R. Dwight

Anthony C. Rosselli

MASSACHUSETTS

DEPARTMENT

OF

PUBLIC WORKS

1954

Brimfield



STATE LAYOUT PLAN #3
I-90, Mass. Pike, Warren Rd. (Route 67) (Palmer) to
Mill Brook Rd. (Brimfield)

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 46 PAGE 1-3

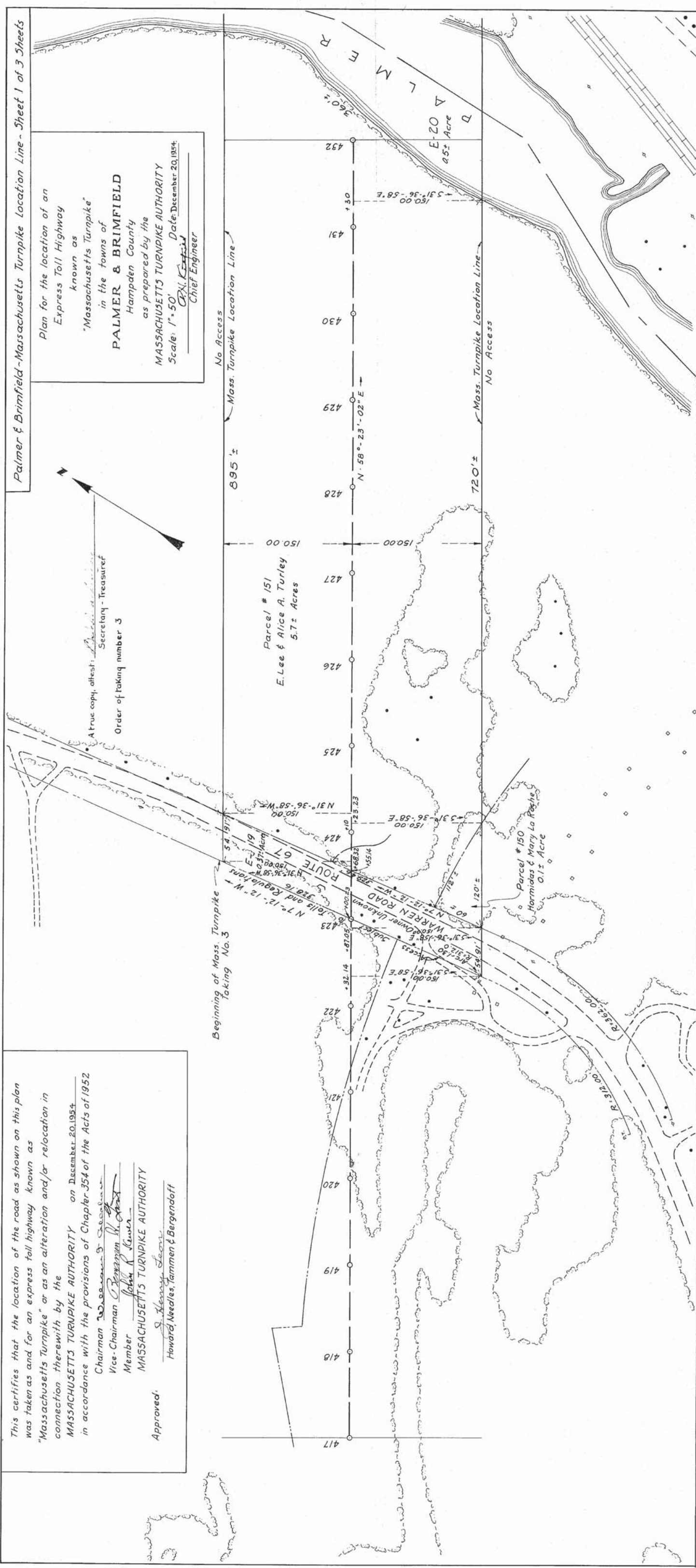
INDEXING

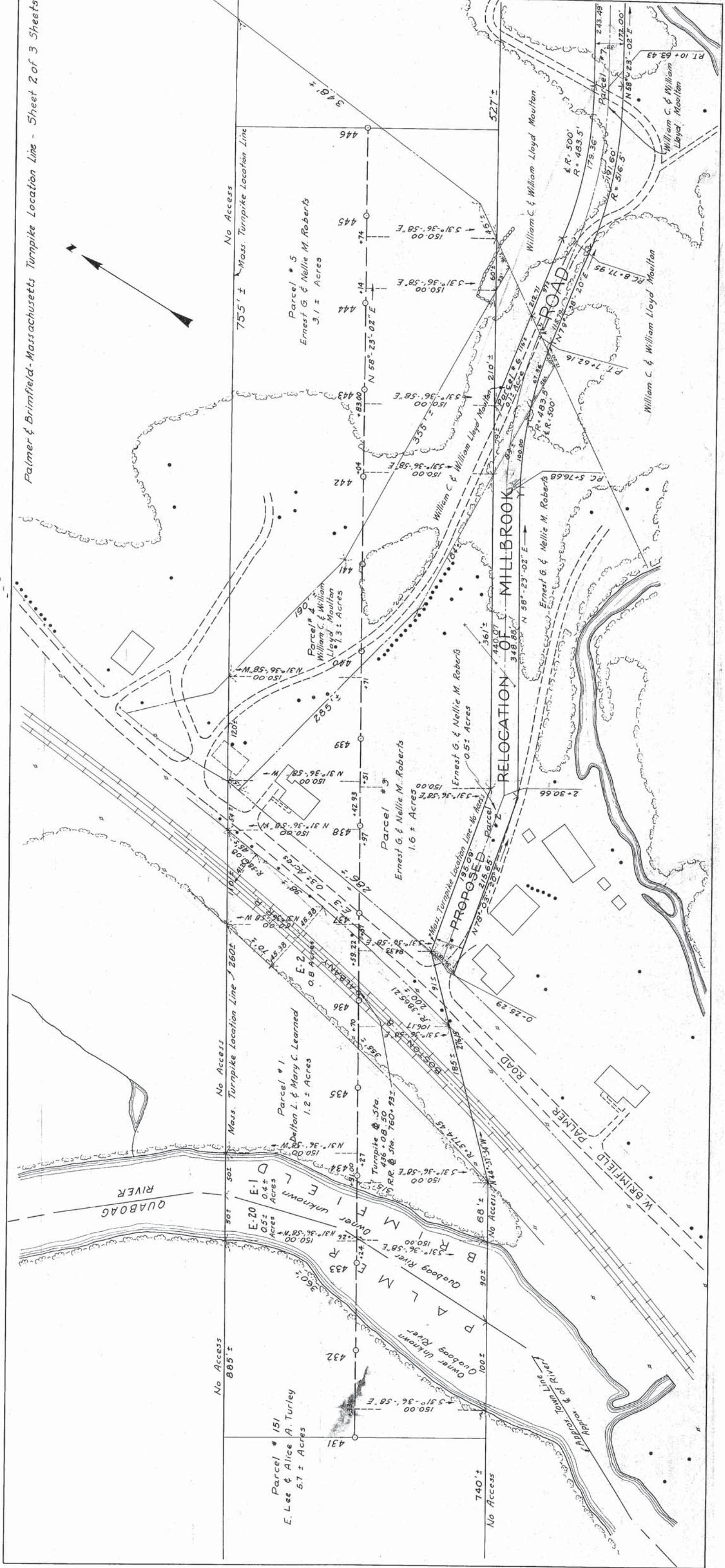
STATE LAYOUT PLAN #3

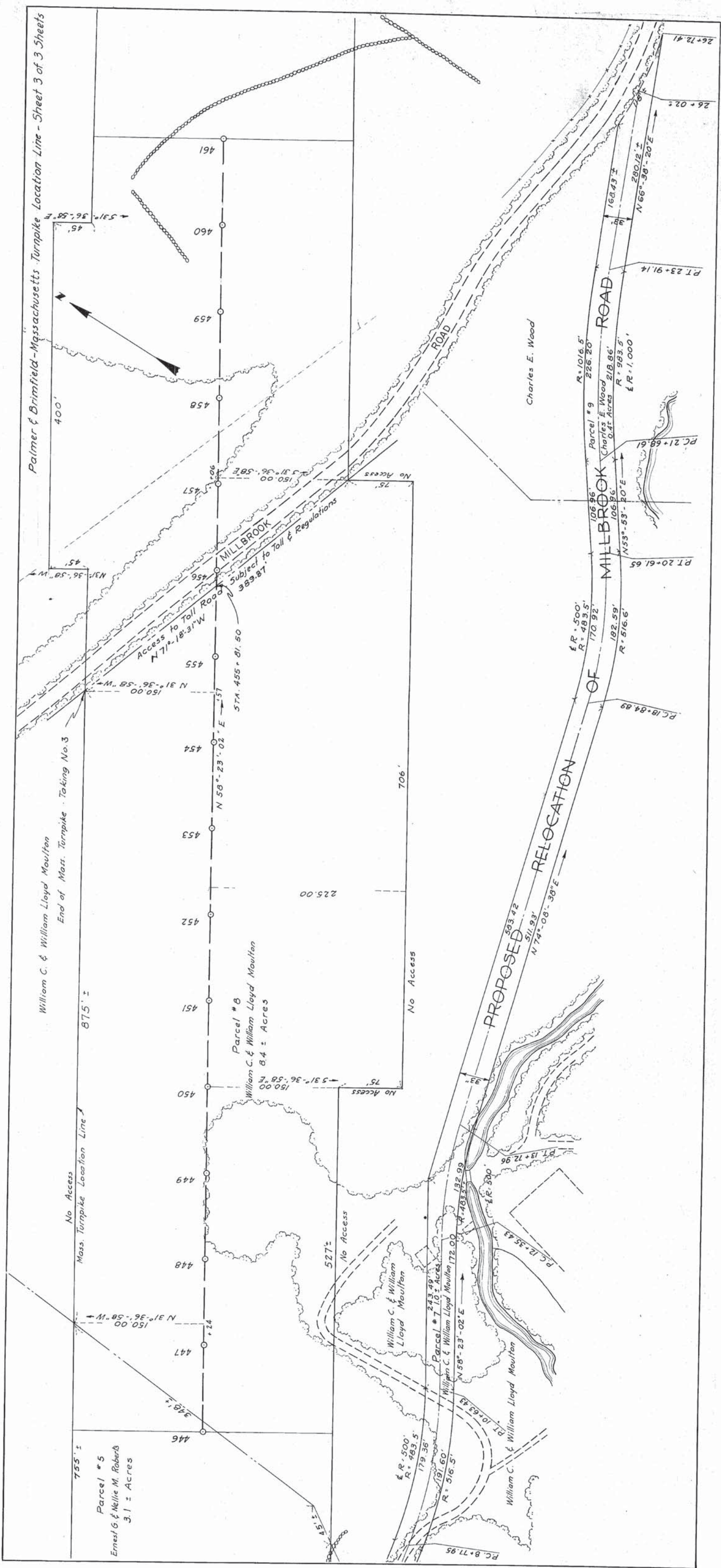
- Image Info SH52016 Brimfield
- Image Info SH52016 Palmer
- Image Info SH52016 I-90
- Image Info SH52016 Mass. Pike
- Image Info SH52016 Mill Brook Road
- Image Info SH52016 Route 67
- Image Info SH52016 Warren Road

Chairman William S. Leonard
Vice-Chairman Benjamin H. Kent
Member John K. Kimer
MASSACHUSETTS TURNPIKE AUTHORITY
J. Henry Lane
Howard Needles Tammen & Bergendoff
Approved:

Chief Engineer







Palmer & Brimfield-Massachusetts Turnpike Location Line - Sheet 3 of 3 Sheets

William C. & William Lloyd Moulton
End of Mass. Turnpike Taking No. 3

Parcel #5
Ernest G. & Nellie M. Roberts
3.1 ± Acres

Parcel #8
William C. & William Lloyd Moulton
8.4 ± Acres

Charles E. Wood

MILLBROOK ROAD

PROPOSED RELOCATION OF MILLBROOK ROAD

MASSACHUSETTS TURNPIKE AUTHORITY

*Received
December 22, 1954
in Hampden County
Comms. Office.*

Order of Taking No. 3
Town of Palmer
Town of Brimfield
County of Hampden

For the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, a road in the towns of Palmer and Brimfield, County of Hampden and for the purpose of changing the location of a portion of a public way in the Town of Brimfield, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures located thereon, situated in the towns of Palmer and Brimfield, County of Hampden, all of said land being taken in fee simple (with the exception of Parcels E-1, E-2, E-3 in the Town of Brimfield and Parcels E-19 and E-20 in the Town of Palmer, referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits, and other appurtenances for the conveyance of water, sewage, gas, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said

facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use, by means of underpasses and appurtenant structures, those portions of Warren Road (Route 67), in the Town of Palmer and of the West Brimfield-Palmer Road, so-called, in the Town of Brimfield which are within the express toll highway location lines hereinafter described.

Excepted and reserved from the rights herein taken are all lawful rights to use that portion of the Quaboag River which is within the express toll highway location lines hereinafter described.

Further excepted and reserved from the rights herein taken are all rights of the Boston and Albany Railroad (The New York Central System, lessee) to use by means of an underpass and appurtenant structures that portion of its right of way in the Town of Brimfield which is within the express toll highway location lines hereinafter described.

The express toll highway taking is for a portion of the Massachusetts Turnpike, 3473.86 feet in length, and begins at the westerly street line of Warren Road (Route 67) in the Town of Palmer, and extends in an easterly direction in the towns of Palmer and Brimfield to the westerly street line of Millbrook Road in the Town of Brimfield.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point on the property of E. Lee and Alice A. Turley in the Town of Palmer, said point being 68.09 feet west of the westerly street line of a state highway known as Warren Road and referred to as route 67, said point being shown on a plan hereinafter referred to, as station 422+32.14. From said point of beginning the main base line extends north $58^{\circ}-23'-02''$ east 3473.86 feet to a point at the end of the taking in the Town of Brimfield, said point being 124.50 feet east of the westerly street line of Millbrook Road and shown on said plan as station 457+06.

The northerly location line of the express toll highway taking begins at a point in the Town of Palmer on the westerly street line of a state highway known as Warren Road and referred to as route 67, said point bearing north $31^{\circ}-36'-58''$ west 150.00 feet distant from station 423+68.32 of the main base line hereinbefore described; thence extending, 150.00 feet distant from and parallel to said main base line, north $58^{\circ}-23'-02''$ east 3,088.68 feet to a point at the end of the taking in the Town of Brimfield, said point being on the westerly street line of Millbrook Road bearing north $31^{\circ}-36'-58''$ west and 150.00 feet distant from station 454+57.00 of said main base line.

The southerly location line of the express toll highway taking begins at a point in the Town of Palmer on the westerly street line of a state highway known as Warren Road and referred to as route 67, said point bearing south $31^{\circ}-36'-58''$ east 150.00 feet distant from station 422+32.14 of the main base line hereinbefore described; thence extending north $58^{\circ}-23'-02''$ east 1,152.91 feet to a point bearing south $31^{\circ}-36'-58''$ east and 150.00 feet distant from station 433+91.00 of said main base line; thence north $44^{\circ}-37'-34''$ west 276.15 feet to a point bearing south $31^{\circ}-36'-58''$ east and 84.33 feet distant from station 436+59.22 of said main base line; thence north $78^{\circ}-03'-20''$ east 195.09 feet to a point bearing south $31^{\circ}-36'-58''$ east and 150.00 feet distant from station 438+42.93 of said main base line; thence extending 150.00 feet distant from and parallel to said main base line north $58^{\circ}-23'-02''$ east 1,157.07 feet to a point bearing south $31^{\circ}-36'-58''$ east and 150.00 feet distant from station 450+00 of said main base line; thence south $31^{\circ}-36'-58''$ east 75.00 feet to a point bearing south $31^{\circ}-36'-58''$ east and 225.00 feet distant from station 450.00 of said main base line; thence extending 225.00 feet distant from and parallel to said main base line north $58^{\circ}-23'-02''$ east 706.00 feet to a point bearing south $31^{\circ}-36'-58''$ east and 225+00 feet distant from station 457+06 of said main base line; thence north $31^{\circ}-36'-58''$ west 75.00 feet to a point at the end of the taking in the Town of Brimfield, said point being on the westerly street line of Millbrook Road and bearing south $31^{\circ}-36'-58''$ east and 150.00 feet distant from station 457+06 of the main base line.

The westerly end of the express toll highway taking is defined by a line beginning at a point in the Town of Palmer on the westerly street line of a state highway known as Warren Road and referred to as route 67, said point bearing south $31^{\circ}-36'-58''$ east 150.00 feet distant from station 422+32.14 of the main base line hereinbefore described, and extends northerly by a curve, as shown on the plan hereinafter referred to, of 312.00 feet radius, 1.30 feet to a point of tangent as shown on said plan; thence extending north $7^{\circ}-12'-12''$ west along the westerly street line of said Warren Road, referred to as route 67, 328.16 feet to a point bearing north $31^{\circ}-36'-58''$ west 150.00 feet distant from station 423+68.32 of said main base line, said point being the end of the line defining the westerly end of said express toll highway taking in the Town of Palmer. The point of beginning of the line defining the westerly end of said taking coincides with the point of beginning of the southerly location line hereinbefore described; and the point at the end of the line defining the westerly end of said taking coincides with the point of beginning of the northerly location line hereinbefore described.

The easterly end of the express toll highway taking is defined by a line beginning at a point in the Town of Brimfield on the westerly street line of Millbrook Road, said point bearing south $31^{\circ}-36'-58''$ east 150.00 feet distant from station 457+06 of the main base line hereinbefore described; thence extending north $71^{\circ}-18'-31''$ west along the westerly street line of Millbrook Road 389.87 feet to a point bearing north $31^{\circ}-36'-58''$ west 150.00 feet distant from station 454+57.00 of said main base line, said point being the end of the line defining the easterly end of said express toll highway taking in the Town of Brimfield. The point of beginning of the line defining the easterly end of said taking coincides with the point at the end of the southerly location line hereinbefore described; and the point at the end of the line defining the easterly end of said taking coincides with the point at the end of the northerly location line hereinbefore described.

The northerly and southerly location lines and the lines defining the westerly and easterly ends of the aforesaid express toll highway taking are further defined by bounds set at angle points and points of curvature, and at the beginning and end of said taking.

To insure proper operation and maintenance, access to and egress from the express toll highway is restricted, being permitted across the location and taking lines hereinbefore described only at the places, for the purposes, and under the conditions hereinafter specified:

The main base line of the express toll highway taking begins at a point on the property of E. Lee and Alice A. Turley in the Town of Palmer, said point being 68.09 feet west of the westerly street line of a state highway known as Warren Road and referred to as route 67, said point being shown on a plan hereinafter referred to, as station 422+32.14. From said point of beginning the main base line extends north $58^{\circ}-23'-02''$ east 3473.86 feet to a point at the end of the taking in the Town of Brimfield, said point being 124.50 feet east of the westerly street line of Millbrook Road and shown on said plan as station 457+06.

The northerly location line of the express toll highway taking begins at a point in the Town of Palmer on the westerly street line of a state highway known as Warren Road and referred to as route 67, said point bearing north $31^{\circ}-36'-58''$ west 150.00 feet distant from station 423+68.32 of the main base line hereinbefore described; thence extending, 150.00 feet distant from and parallel to said main base line, north $58^{\circ}-23'-02''$ east 3,088.68 feet to a point at the end of the taking in the Town of Brimfield, said point being on the westerly street line of Millbrook Road bearing north $31^{\circ}-36'-58''$ west and 150.00 feet distant from station 454+57.00 of said main base line.

The southerly location line of the express toll highway taking begins at a point in the Town of Palmer on the westerly street line of a state highway known as Warren Road and referred to as route 67, said point bearing south $31^{\circ}-36'-58''$ east 150.00 feet distant from station 422+32.14 of the main base line hereinbefore described; thence extending north $58^{\circ}-23'-02''$ east 1,152.91 feet to a point bearing south $31^{\circ}-36'-58''$ east and 150.00 feet distant from station 433+91.00 of said main base line; thence north $44^{\circ}-37'-34''$ west 276.15 feet to a point bearing south $31^{\circ}-36'-58''$ east and 84.33 feet distant from station 436+59.22 of said main base line; thence north $78^{\circ}-03'-20''$ east 195.09 feet to a point bearing south $31^{\circ}-36'-58''$ east and 150.00 feet distant from station 438+42.93 of said main base line; thence extending 150.00 feet distant from and parallel to said main base line north $58^{\circ}-23'-02''$ east 1,157.07 feet to a point bearing south $31^{\circ}-36'-58''$ east and 150.00 feet distant from station 450+00 of said main base line; thence south $31^{\circ}-36'-58''$ east 75.00 feet to a point bearing south $31^{\circ}-36'-58''$ east and 225.00 feet distant from station 450.00 of said main base line; thence extending 225.00 feet distant from and parallel to said main base line north $58^{\circ}-23'-02''$ east 706.00 feet to a point bearing south $31^{\circ}-36'-58''$ east and 225+00 feet distant from station 457+06 of said main base line; thence north $31^{\circ}-36'-58''$ west 75.00 feet to a point at the end of the taking in the Town of Brimfield, said point being on the westerly street line of Millbrook Road and bearing south $31^{\circ}-36'-58''$ east and 150.00 feet distant from station 457+06 of the main base line.

Access to and egress from, said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of the taking as hereinbefore described.

In connection with the construction, maintenance, repair, and operation of the express toll highway hereinbefore described it is necessary to change the location of a portion of a public highway in the Town of Brimfield.

This taking (hereinafter referred to sometimes as the Millbrook Road taking) is for the relocation of a portion of Millbrook Road in the town of Brimfield, southerly of the express toll highway taking hereinbefore described from a point on the easterly street line of the West Brimfield-Palmer Road, so-called in the Town of Brimfield, said point bearing south $31^{\circ}-36'-58''$ east 84.33 feet distant from station 436+59.22 on the plan hereinafter referred to, and extending in a general easterly direction to the westerly street line of Millbrook Road. The base line for relocated Millbrook Road begins at station 0+25.29, as shown on said plan, and extends in a general easterly direction 2576.71 feet to station 26+02, as shown on said Plan.

The aforesaid Millbrook Road taking is more fully described as follows:

Beginning at a point in the Town of Brimfield, bearing south $31^{\circ}-36'-58''$ east 84.33 feet distant from station 436+59.22 of the main base line hereinbefore described; thence north $78^{\circ}-03'-20''$ east along the southerly location line of the express toll highway hereinbefore described, 195.09 feet to a point bearing south $31^{\circ}-36'-58''$ east 150.00 feet distant from station 438+42.93 of said main base line; thence north $58^{\circ}-23'-02''$ east along said southerly location line 440.07 feet to a point on said southerly location line, bearing south $31^{\circ}-36'-58''$ east 150.00 feet distant from station 422+83.00; thence north $79^{\circ}-38'-20''$ east 212.71 feet to a point of curve; thence by a curve to the left of a radius of 483.5 feet 179.36 feet to a point of tangent; thence north $58^{\circ}-23'-02''$ east 243.49 feet to a point, thence north $74^{\circ}-08'-38''$ east 583.42 feet to a point of curve; thence by a curve to the left of a radius of 483.5 feet 170.92 feet to a point of tangent, thence north $53^{\circ}-53'-20''$ east 106.96 feet to a point of curve; thence by a curve to the right of a radius of 1016.5 feet, 226.20 feet to point of tangent; thence north $66^{\circ}-38'-20''$ east 168.43 feet to a point in the westerly street line of Millbrook Road; thence southeasterly along the westerly street line of Millbrook Road 118 feet to a point; thence south $66^{\circ}-38'-20''$ west 280.12 feet to a point

of curve; thence by a curve to the left of a radius of 983.50 feet, 218.86 feet to a point of tangent; thence south $53^{\circ}-53'-20''$ west 106.96 feet to a point of curve; thence by a curve to the right of a radius of 516.6 feet, 182.59 feet to a point of tangent; thence south $74^{\circ}-08'-38''$ west 511.93 feet to a point of curve; thence by a curve to the left of a radius of 483.5 feet, 132.99 feet to a point of tangent; thence south $58^{\circ}-23'02''$ west 172 feet to a point of curve; thence by a curve to the right of a radius of 516.5 feet, 191.60 feet to a point of tangent; thence south $79^{\circ}-38'-20''$ west 115.79 feet to a point of curve; thence by a curve to the left of a radius of 483.5 feet, 179.36 feet to a point of tangent; thence south $58^{\circ}-23'-02''$ west 348.88 feet to a point; thence south $78^{\circ}-03'-20''$ west 215.65 to a point in the easterly street line of the West Brimfield-Palmer Road; thence northerly 36.18 feet to the point of beginning.

The lines defining the aforesaid Millbrook Road taking are further defined by bounds set at angle points and points of curvature.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the express toll highway taking hereinbefore described, and designated on the plan of said taking as Parcel E-1 in the Town of Brimfield and Parcel E-20 in the Town of Palmer, said easements consisting of the right to construct, maintain, repair, and operate an express toll highway, by means of an overhead highway bridge and appurtenant structures, in and over said land and the Quaboag River of which said land constitutes a portion of its bed. Said land shall remain subject to any use by the public and others having rights therein which will not interfere with the construction, maintenance, repair and operation of the said express toll highway.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking hereinbefore described and designated on the plan of said taking as Parcel E-2 in the Town of Brimfield, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway, by

means of an overhead highway bridge and appurtenant structures, over the location and tracks of the Boston and Albany Railroad (The New York Central System, lessee). Said land shall remain subject to any use by the owners thereof which will not interfere with the construction, maintenance, repair and operation of the said express toll highway.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the express toll highway taking hereinbefore described and designated on the plan of said taking as Parcel E-19 in the Town of Palmer and E-3 in the Town of Brimfield, said easements consisting of the right to construct, maintain, repair, and operate an express toll highway, by means of overhead highway bridges and appurtenant structures, over said land. Said land shall remain subject to any lawful use by the public, underneath the aforesaid highway bridges and appurtenant structures, which will not interfere with the construction, maintenance, repair, and operation of the said express toll highway.

The aforesaid express toll highway taking and Millbrook Road taking are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as MASSACHUSETTS TURNPIKE scale: 1" = 50' date December 20, 1954 ", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Town</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
E-19	Palmer	Owner Unknown (Route 67)	.37 Ac.	\$1.00
150	Palmer	Hormidas & Mary LaRoche	.1 Ac.	1.00
151	Palmer	E. Lee & Alice A. Turley	5.7 Ac.	1.00
E-20	Palmer	Owner Unknown (Quaboag River)	.5 Ac.	1.00
E-1	Brimfield	Owner Unknown (Quaboag River)	.4 Ac.	1.00
1	Brimfield	Delton L. & Mary C. Learned	1.2 Ac.	1.00
E-2	Brimfield	Boston & Albany Railroad	.8 Ac.	1.00
E-3	Brimfield	Owner Unknown (W. Brimfield-Palmer Road)	.3 Ac.	1.00
2	Brimfield	Ernest G. & Nellie M. Roberts	.5 Ac.	1.00
3	Brimfield	Ernest G. & Nellie M. Roberts	1.6 Ac.	1.00
4	Brimfield	William C. & William Lloyd Moulton	1.3 Ac.	1.00
5	Brimfield	Ernest G. & Nellie M. Roberts	3.1 Ac.	1.00
6	Brimfield	William C. & William Lloyd Moulton	.1 Ac.	1.00
7	Brimfield	William C. & William Lloyd Moulton	1.0 Ac.	1.00
8	Brimfield	William C. & William Lloyd Moulton	8.4 Ac.	1.00
9	Brimfield	Charles E. Wood	.4 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 31st day of January 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described

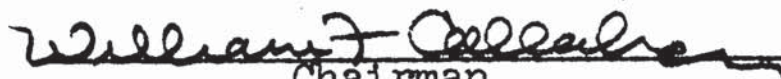
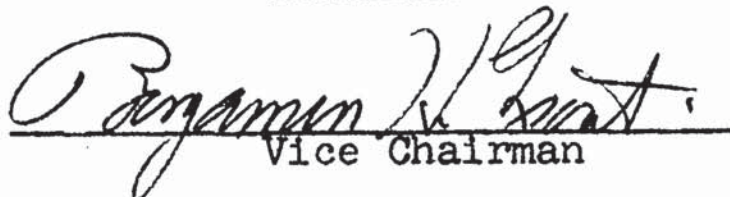

1954 O. of T.

in Palmer-Brimfield

No.3 Page 9.

herein and as described and shown on said plan; that said Millbrook Road be relocated also as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the offices of the clerks of the Town of Palmer and the Town of Brimfield certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 20th day of December 1954.


Chairman

Vice Chairman

Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

MASSACHUSETTS TURNPIKE AUTHORITY

ORDER OF TAKING NO. 3

TOWN OF PALMER

TOWN OF BRIMFIELD

COUNTY OF HAMPDEN

Received

December 22, 1954

*in Hampden
County Commis'
Office*

1955

Brimfield



STATE LAYOUT PLAN #3-1
I-90, Mass. Pike, alteration of Mill Brook Rd.
at West Brimfield Rd.

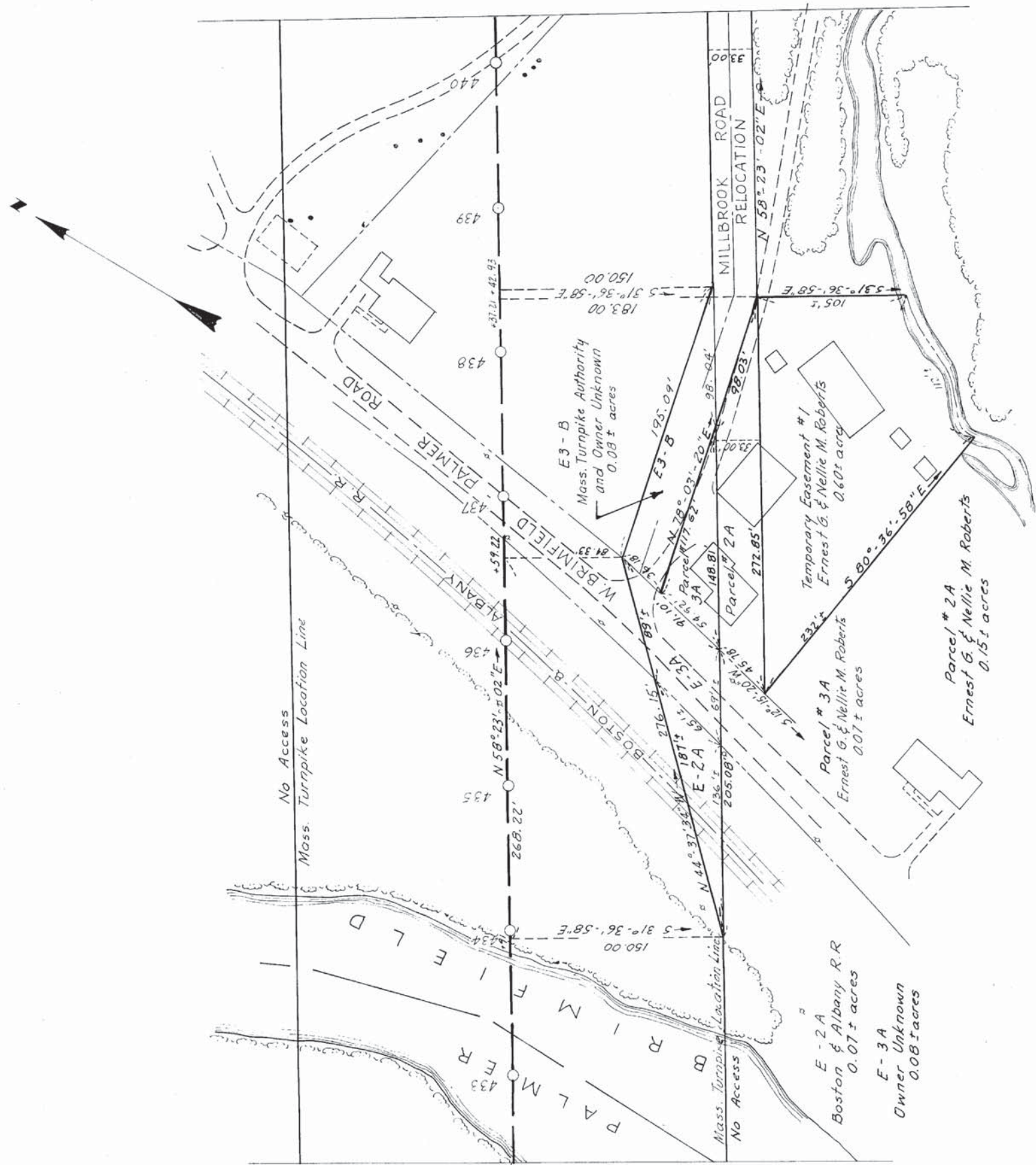
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 48 PAGE 46

INDEXING

STATE LAYOUT PLAN #3-1

- Image Info SH52017 Brimfield
- Image Info SH52017 I-90
- Image Info SH52017 Mass. Pike
- Image Info SH52017 Mill Brook Road
- Image Info SH52017 West Brimfield Road

Plan for the location of an
Express Toll Highway
known as
"Massachusetts Turnpike
in the town of
BRIMFIELD
Hampden County
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Scale: 1" = 50' Date APRIL 7, 1965
PAH
Chief Engineer



Alteration to Massachusetts Turnpike
Order of Taking No. 3 - dated Dec. 20, 1954.
BRIMFIELD - HAMPDEN COUNTY
Scale 1" = 50'
APRIL 7, 1955
Approved: Chairman William F. Cagocola
Vice-Chairman Thomas J. Ryan
Member John R. Turner
MASSACHUSETTS TURNPIKE AUTHORITY
Approved: J. Henry Leon
Howard, Needles, Tammen & Bergendoff

A true copy, attested:
P. J. Schuchman
Secretary - Treasurer
ALTERATION No. 1.
To Order of Taking No. 3

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 3, Alteration No. 1

SS.

City/Town of Palmer and Brimfield

April 18., 1955

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing there-
on a certificate dated April 7, 19 55,
purporting to be signed by the Massachusetts Turnpike
Authority, or a majority of the members thereof, attesting
that the said Massachusetts Turnpike Authority has taken,
as a toll express highway, a new or existing way, and/or
has altered and/or relocated certain public highways in
the ~~city or~~ towns of Palmer and Springfield, as shown
on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 3
Alteration No. 1

Town of Palmer
Town of Brimfield

County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of December 20, 1954, for the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, did locate as an express toll highway, a road in the towns of Palmer and Brimfield, County of Hampden, and did change the location of a portion of a public highway in the Town of Brimfield, County of Hampden, as shown on plans of said express toll highway and of the relocation of Millbrook Road in said Town of Brimfield on file in the office of the Massachusetts Turnpike Authority, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the offices of the Clerk of the Town of Palmer and of the Clerk of the Town of Brimfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said express toll highway and in the relocation of said Millbrook Road in the Town of Brimfield;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the location of said express toll highway in the Town of Brimfield, as described in Order of Taking No. 3 and as described and shown in the plan therein referred to, recorded in Hampden Deeds in book 2358 at page 307, be altered, as hereinafter described;

and that the relocation of Millbrook Road in the Town of Brimfield as described in the aforesaid order of taking and plan, also be altered as hereinafter described.

The southerly location line of the express toll highway in the Town of Brimfield, County of Hampden, as described in Order of Taking No. 3, hereinbefore referred to, is hereby altered beginning at a point on the southerly location line, as described in said order of taking, bearing south $31^{\circ}-36'-58''$ east, 150.00 feet distant from station 438 + 42.93 of the main base line, as described in said order of taking and as shown on a plan hereinafter referred to. From said point of beginning, the altered southerly location line extends south $58^{\circ}-23'-02''$ west, 451.93 feet to a point on the southerly location line, described in said order of taking, bearing south $31^{\circ}-36'-58''$ east, 150.00 feet distant from station 433 + 91.00 of said main base line.

The line defining the altered southerly location line of the aforesaid express toll highway is further defined by bounds set at the beginning and end of said alteration.

The provisions in the aforesaid Order of Taking No. 3 relative to access to and egress from the express toll highway shall apply to the southerly location line of said express toll highway, as hereby altered.

For the purpose of altering the southerly location line of the aforesaid express toll highway, in the Town of Brimfield, County of Hampden, as hereinbefore described; and for the purpose of changing the location of a portion of Millbrook Road in said Town of Brimfield as relocated in the aforesaid Order of Taking No. 3, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity

and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in fee simple (with the exception of parcels E-2A, E-3A, E-3B, and TE-1, referred to below) the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Excepted and reserved from the rights herein taken are the following:

1. All lawful rights of the public to use that portion of Millbrook Road in the Town of Brimfield as hereby relocated by the Millbrook Road taking, hereinafter described.
2. All lawful rights of the public to use, by means of an underpass and appurtenant structures, that portion of the West Brimfield-Palmer Road, so-called, in the Town of Brimfield which is within the express toll highway taking, hereinafter described.
3. All rights of the Boston and Albany Railroad (The New York Central System, lessee) to use by means of an underpass and appurtenant structures that portion of its right of way in the Town of Brimfield which is within the express toll highway taking, hereafter described.

The taking for the aforesaid alteration of t'

location line of the express toll highway in the Town of Brimfield, County of Hampden, (herein referred to sometimes as the express toll highway taking) is more fully described as follows:

The taking line for said alteration begins at a point on the southerly location line of the express toll highway in the Town of Brimfield, as described in Order of Taking No. 3, bearing south $31^{\circ}-36'-58''$ east, 150.00 feet distant from station 438 + 42.93 of the main base line, as described in said order of taking and as shown on a plan hereinafter referred to. From said point of beginning, said taking line extends south $58^{\circ}-23'-02''$ west, 150.00 feet distant from and parallel to said main base line to a point on the southerly location line described in said order of taking, bearing south $31^{\circ}-36'-58''$ east, 150.00 feet distant from station 433 + 91.00 of said main base line; thence extends north $44^{\circ}-37'-34''$ west, 276.15 feet to a point bearing south $31^{\circ}-36'-58''$ east, 84.33 feet distant from station 436 + 59.22 of said main base line; thence extends north $78^{\circ}-03'-20''$ east, 195.09 feet to the point of beginning.

In connection with the construction, maintenance, repair and operation of the aforesaid express toll highway, it is necessary to change the location of a portion of a public highway in the Town of Brimfield, County of Hampden.

The taking for this purpose (herein referred to sometimes as the Millbrook Road taking) is for establishing a new location for a portion of Millbrook Road, as relocated by Order of Taking No. 3, hereinbefore referred to, southerly of the southerly location line of the express toll highway as herein altered.

The taking for the relocation of Millbrook Road is more fully described as follows:

The taking line for said relocation begins at a point southerly of the southerly location line of the express toll highway in the Town of Brimfield, County of Hampden, as hereinbefore altered, said point bearing south $31^{\circ}-36'-58''$ east, 183.00 feet distant from station 438 + 37.21 of the main base line of said express toll highway, as described in the aforesaid Order of Taking No. 3 and as shown on the plan hereinafter referred to. From said point of beginning, the taking line extends south $58^{\circ}-23'-02''$ west, 272.85 feet to a point on the easterly street line of West Brimfield-Palmer Road; thence extends north $12^{\circ}-15'-20''$ east, 45.78 feet to a point on the southerly location line of the express toll highway, as hereinbefore altered; thence extends north $58^{\circ}-23'-02''$ east, 148.81 feet to a

point; thence extends north $78^{\circ}-03'-20''$ east, 98.03 feet to the point of beginning.

The lines defining the aforesaid Millbrook Road taking are further defined by bounds set at angle points.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-2A, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway, by means of an overhead highway bridge and appurtenant structures, over the location and tracks of the Boston and Albany Railroad (The New York Central System, lessee). Said land shall remain subject to any use by the owners thereof which will not interfere with the construction, maintenance, repair, and operation of the said express toll highway.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-3A, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway, by means of an overhead highway bridge and appurtenant structures, over said land. Said land shall remain subject to any lawful use by the public, underneath the aforesaid highway bridge and appurtenant structures, which will not interfere with the construction, maintenance, repair, and operation of the said express toll highway.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority in a parcel of land included within the limits of the express toll highway taking, hereinbefore described,

and designated on the plan of said taking as Parcel E-3B, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

A temporary easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land irregular in shape, with structures thereon, southerly of, and adjoining and abutting the Millbrook Road taking line, hereinbefore described, and designated on the plan, hereinafter referred to, as Parcel TE-1.

Said temporary easement consists of the right of the Massachusetts Turnpike Authority, its agents and contractors to enter upon and use said land and structures. Said temporary easement is to continue only as long as it is necessary in the opinion of the Massachusetts Turnpike Authority.

Said temporary easement is more fully described as follows:

From a point of beginning, bearing south $31^{\circ}-36'-58''$ east, 183.00 feet distant from station 438 + 37.21 of the main base line, hereinbefore referred to; thence extends south $31^{\circ}-36'-58''$ east, 105.00 feet to the thread of a brook; thence extends in a southwesterly direction along the thread of said brook $112\pm$ feet; thence extends north $80^{\circ}-36'-58''$ west, $232\pm$ feet to a point on the West Brimfield-Palmer Road; thence extends north $58^{\circ}-23'-02''$ east, along the hereinbefore described Millbrook Road taking line 272.85 feet to the point of beginning.

The aforesaid express toll highway taking, and the Millbrook Road taking, are both shown on a plan, signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Alteration to Massachusetts Turnpike Order of Taking No. 3, dated December 20, 1954.

BRIMFIELD-HAMPDEN COUNTY scale 1" = 50' April 7, 1955 "

an attested copy of which is to be recorded with this Alteration to said Order of Taking No. 3 in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel</u>	<u>Owner</u>	<u>Area</u>	<u>Award</u>
2A	Ernest G. & Nellie M. Roberts	0.15 Ac.	\$1.00
3A	Ernest G. & Nellie M. Roberts	0.07 Ac.	1.00
E-2A	Boston & Albany Railroad	0.07 Ac.	1.00
E-3A	Owner Unknown	0.08 Ac.	1.00
E-3B	Massachusetts Turnpike Authority & Owners Unknown	0.08 Ac.	1.00
TE-1	Ernest G. & Nellie M. Roberts	0.60 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as as aforesaid are hereby required to remove their personal property from the premises on or before the eighteenth day of May, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That the southerly location line of the express toll highway in the Town of Brimfield, County of Hampden be altered as described herein and as described and shown on said plan; and said Millbrook Road be relocated as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file, in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Brimfield, certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown

on said plan was taken as and/or an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

. Dated at Boston this seventh day of April , 1955.

William F. Callahan
Chairman

Benjamin H. Stout
Vice Chairman

MASSACHUSETTS
TURNPIKE
AUTHORITY

John R. Kewer
Member

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 3
Alteration No. 1

Town of Palmer
Town of Brimfield

County of Hampden

*Received, and
Filed April 18, 1955*

1955

Brimfield



STATE LAYOUT PLAN #3-2
I-90, Mass. Pike, relocation of Mill Brook Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 51 PAGE 1

INDEXING

STATE LAYOUT PLAN #3-2

Image Info SH52018 Brimfield

Image Info SH52018 I-90

Image Info SH52018 Mass. Pike

Image Info SH52018 Mill Brook Road

Plan for the location of an
Express Toll Highway
known as
"Massachusetts Turnpike"

in the town of

BRIMFIELD

Hampden County

as prepared by the

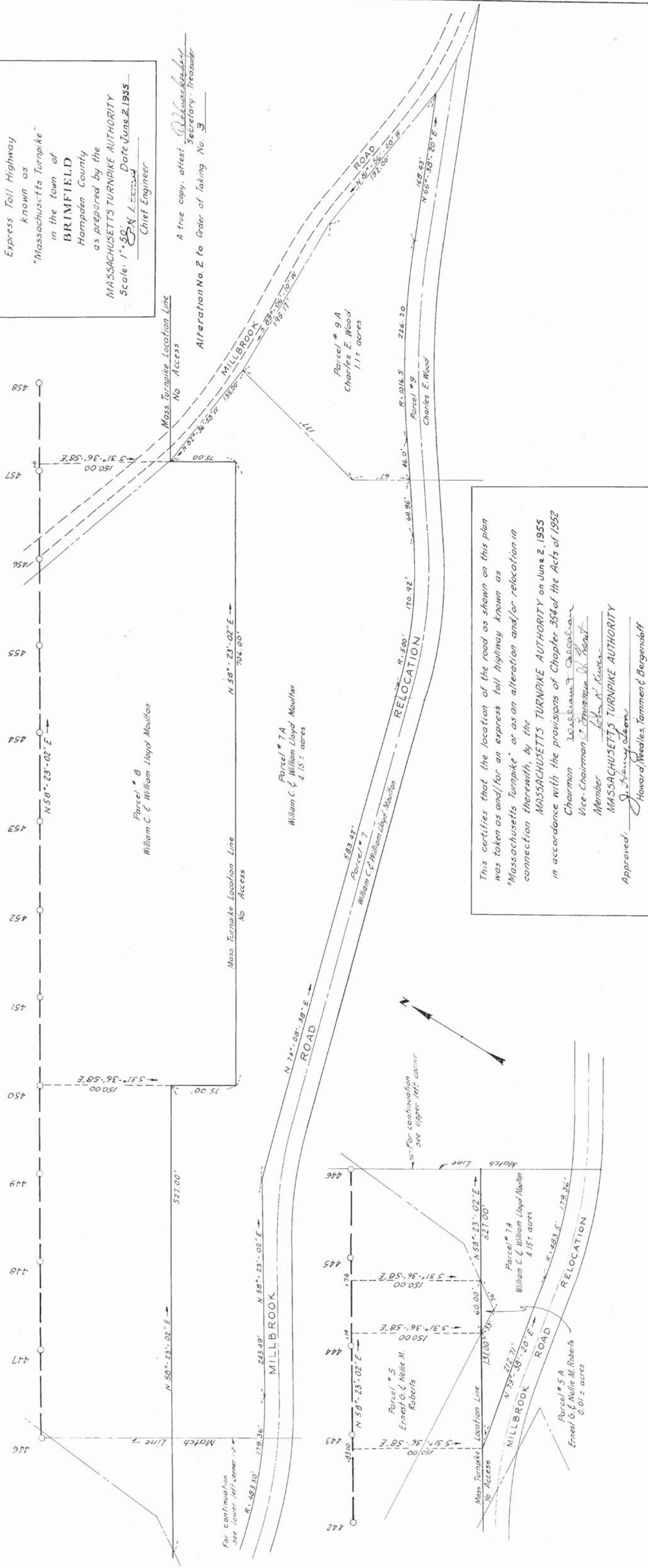
MASSACHUSETTS TURNPIKE AUTHORITY

Scale: 1" = 50'

Chief Engineer

A true copy, attest: B. Schuchman
Secretary - Treasurer

Alteration No. 2 to Order of Taking No. 3



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 3, Alteration No. 2

Hamden SS.

County/Town of Palmer and Brimfield

June 21

, 1955

Time:- 11:00

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated June 2, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ ^s town of Palmer and Brimfield, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 3
Alteration No. 2

Town of Palmer
Town of Brimfield

County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of December 20, 1954, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, did locate as an express toll highway, a road in the Towns of Palmer and Brimfield, County of Hampden, and did change the location of a portion of a public highway in the Town of Brimfield, County of Hampden, as shown on plans of said express toll highway and of the relocation of Millbrook Road in the said Town of Brimfield on file in the office of the Massachusetts Turnpike Authority, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the offices of the Clerk of the Town of Palmer and of the Clerk of the Town of Brimfield, and

WHEREAS, it now appears advisable to make certain changes in the relocation of said Millbrook Road in the Town of Brimfield;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the relocation of Millbrook Road in the Town of Brimfield as described in Order of Taking No. 3 and as described and shown in the plan therein referred to, recorded in Hampden Deeds in book 2358 at page 307 be altered as hereinafter described.

For the purpose of changing the location of Millbrook Road in said Town of Brimfield as relocated in the aforesaid Order of Taking No. 3, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in fee simple, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

Excepted and reserved from the rights herein taken are the following:

1. All lawful rights of the public to use that portion of relocated Millbrook Road as relocated by the Millbrook Road taking hereinafter described.

In addition to those properties taken by the aforesaid Order of Taking No. 3 and also by Alteration No. 1 to Order of Taking No. 3, dated April 7, 1955, the relocation of Millbrook Road is more fully described as follows:

The taking line for the Millbrook Road Relocation in the Town of Brimfield is hereby altered to include all of the property between the southerly location line of the express toll highway as described in the aforesaid Order of Taking No. 3, and the entire Millbrook Road taking as described in said Order of Taking No. 3 and Alteration No. 1 to Order of Taking No. 3.

Excluding from the description of the Millbrook Road taking, herein described, those portions taken by this Authority in said Order of Taking No. 3 and Alteration No. 1 to Order of Taking No. 3, the additional taking for Millbrook Road Relocation is more fully described as follows:

From a point of beginning on the southerly location line of the express toll highway described in Order of Taking No. 3, said point shown on the plan hereinafter referred to, and said point bearing south $31^{\circ}-36'-58''$ east, 150.00 feet distant from station 442 / 83.00 of the main base line of the express toll highway as described in said Order of Taking No. 3; thence extends north $58^{\circ}-23'-02''$ east, 717.00 feet along said southerly location line to a point bearing south $31^{\circ}-36'-58''$ east, 150.00 feet distant from station 450 / 00.00 of said main base line; thence extends south $31^{\circ}-36'-58''$ east, 75.00 feet to a point; thence extends north $58^{\circ}-23'-02''$ east, 706.00 feet to a point bearing south $31^{\circ}-36'-58''$ east, 225.00 feet distant from station 457 / 06.00 of said main base line; thence extends south $82^{\circ}-36'-58''$ east, 135.00 feet (along existing Millbrook Road westerly street line) to a point; thence extends south $89^{\circ}-06'-10''$ east, 195.17 feet (along existing Millbrook Road westerly street line) to a point; thence extends south $81^{\circ}-56'-40''$ east, 192.00 feet, (along existing Millbrook Road westerly street line) to a point; thence extends south $66^{\circ}-38'-20''$ west, 168.43 feet to a point; thence extends in a northwesterly direction by a curve to the left of 1016.50 feet, 226.20 feet to a point; thence south $53^{\circ}-53'-20''$ west, 106.96 feet to a point; thence extends in a northwesterly direction by a curve to the right of 500.00 feet radius, 170.92 feet to a point; thence extends south $74^{\circ}-08'-38''$ west, 583.42 feet to a point; thence extends south $58^{\circ}-23'-02''$ west, 243.49 feet to a point; thence extends in a northwesterly direction by a curve to the right of 483.50 feet radius, 179.36 feet to a point; thence extends south $79^{\circ}-38'-20''$ west, 212.71 feet to the point of beginning.

The lines defining the aforesaid Millbrook Road taking are further defined by bounds set at angle points and points of curvature.

The aforesaid Millbrook Road Relocation taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of BRIMFIELD, Hampden County, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY scale 1" = 50'

Date **June 2, 1955** ", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
7A	William C. & William Lloyd Moulton	4.15 Ac.	\$1.00
9A	Charles E. Wood	1.10 Ac.	1.00
5A	Ernest G. & Nellie M. Roberts	0.01 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifteenth day of July, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That Millbrook Road be relocated as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file, in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Brimfield, certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority, attesting that the road as shown on said plan was taken as and for an express toll highway, known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this second day of June, 1955.

William J. Callahan
Chairman

Benjamin H. Gout
Vice Chairman

John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 3
Alteration No. 2

Town of Palmer
Town of Brimfield

County of Hampden

1955

Brimfield



STATE LAYOUT PLAN #12
I-90 Mass. Pike, Warren line to Sturbridge line

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 46 PAGE 104-118

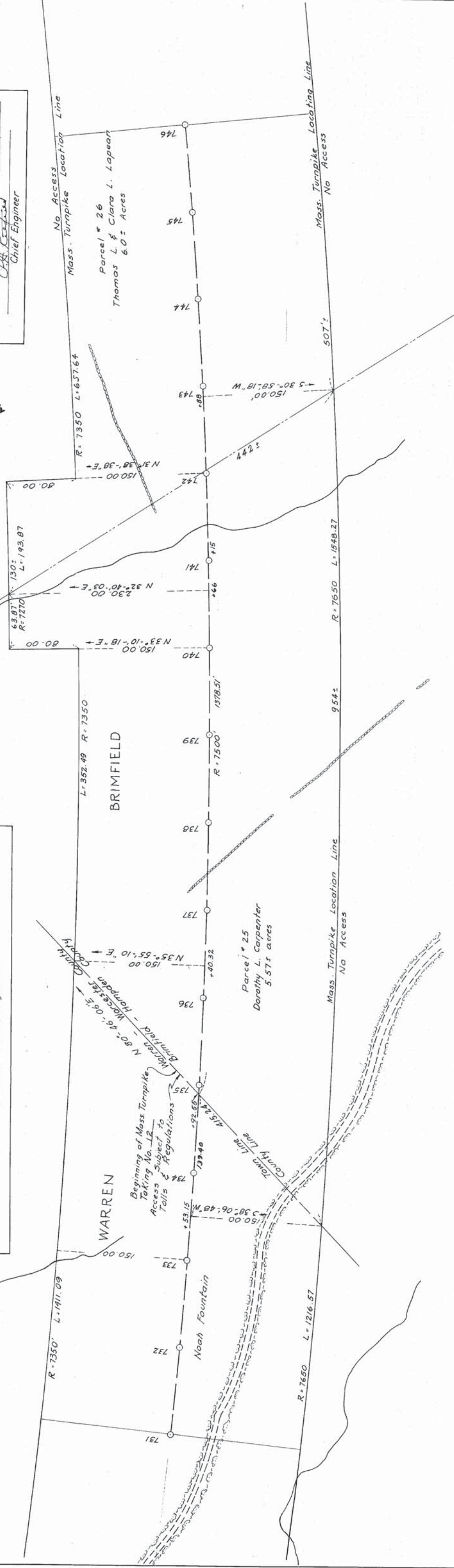
INDEXING

STATE LAYOUT PLAN #12

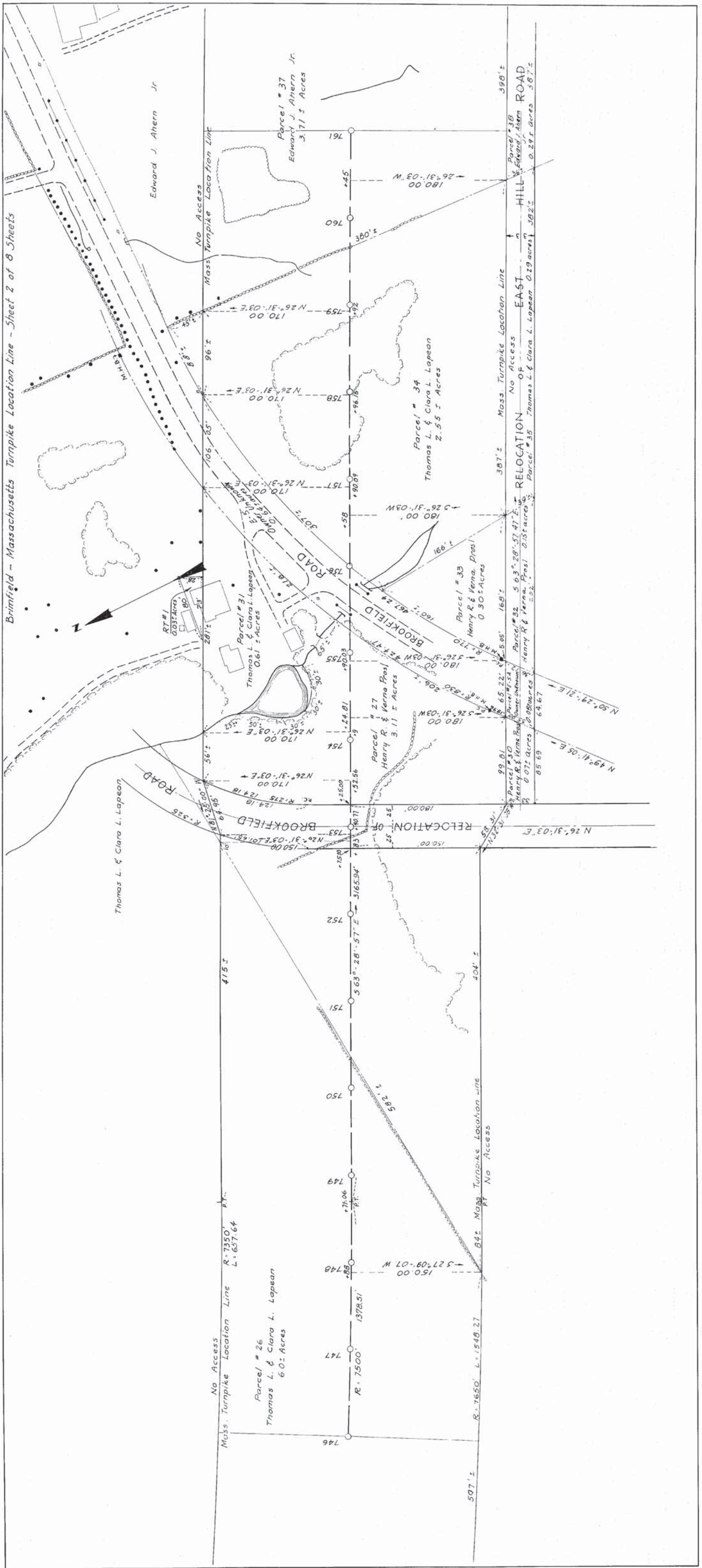
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- Image Info SH52019 Sturbridge line
- Image Info SH52019 Warren line
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- Image Info SH52019 East Hill Road
- Image Info SH52019 I-90
- Image Info SH52019 Little Alum Pond Road
- Image Info SH52019 Mass. Pike

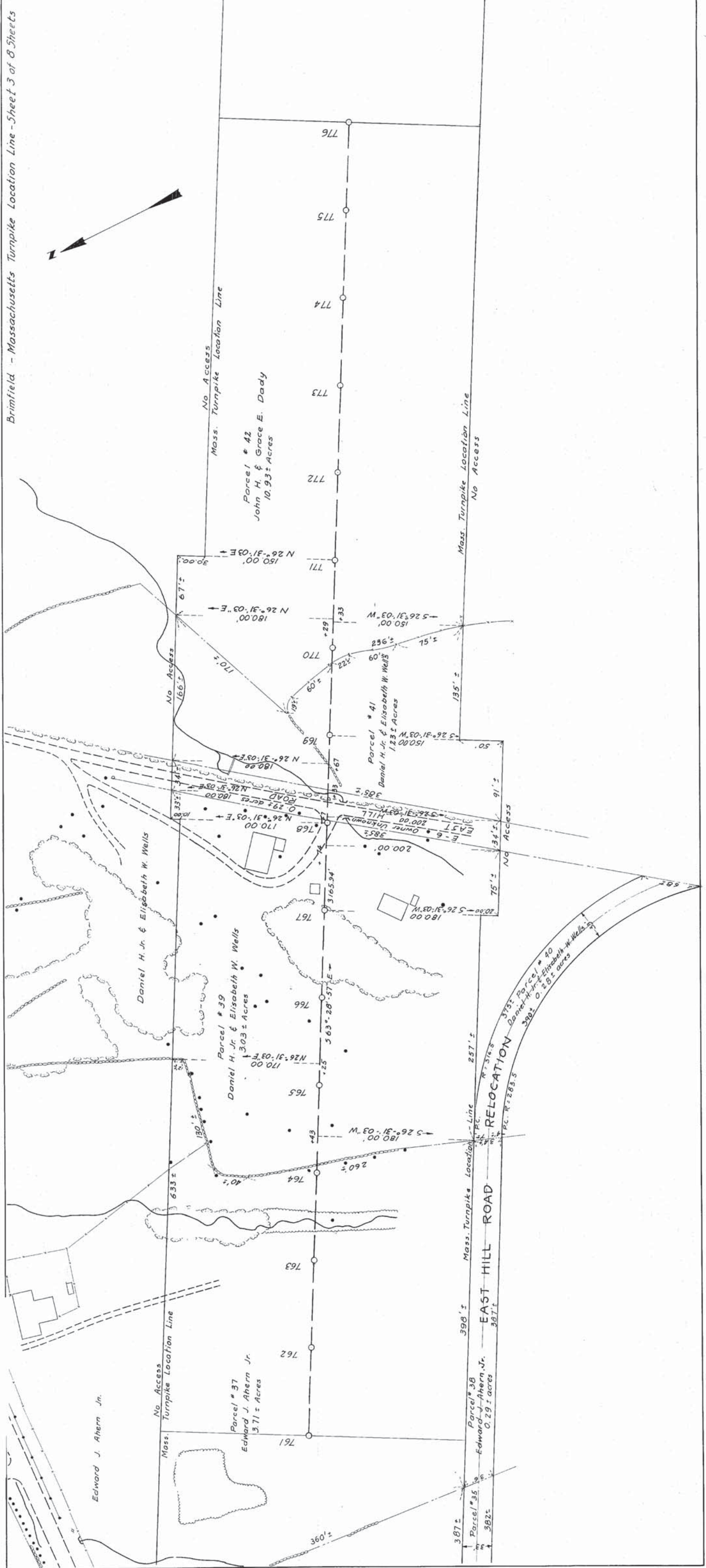
Howard, Needles, Tammen & Bergendoff

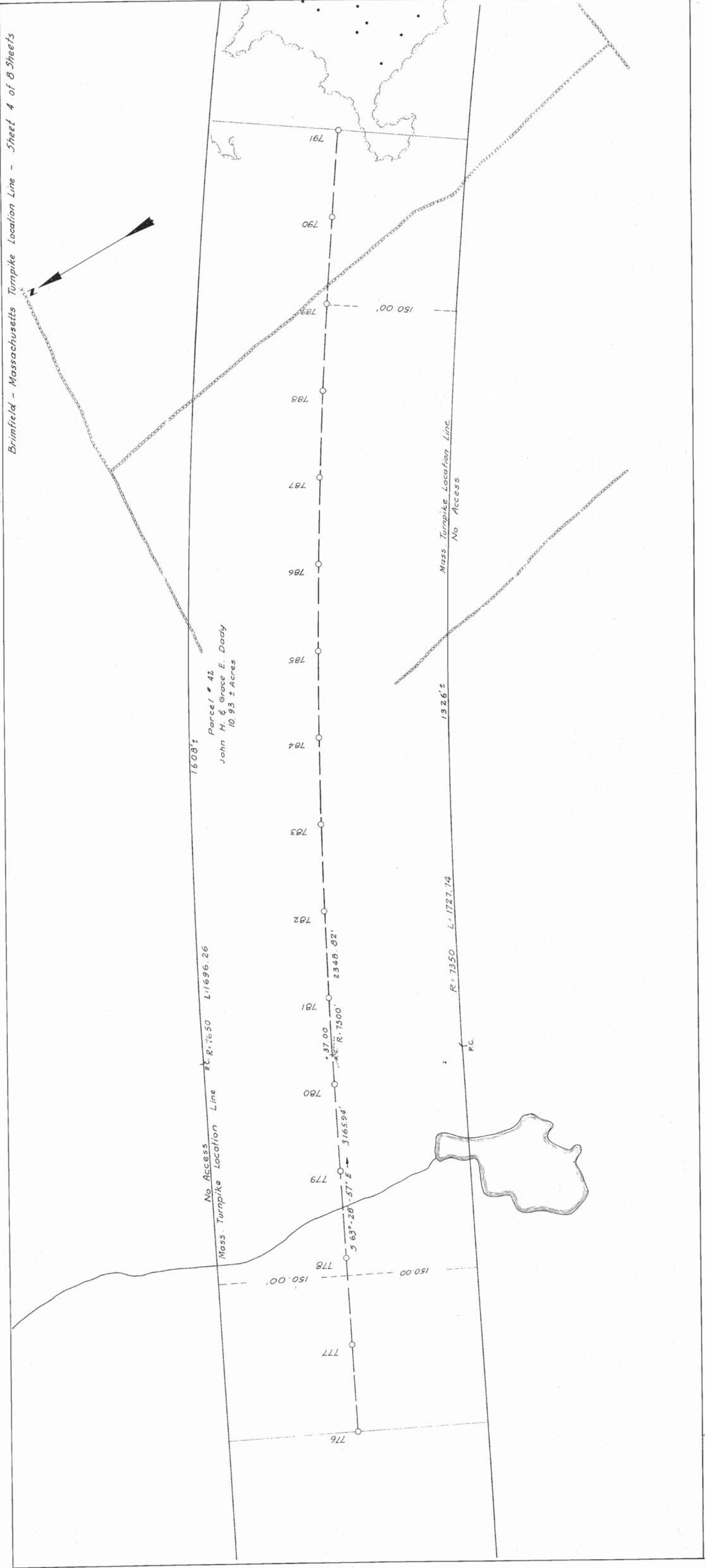
P.H. Crawford
Chief Engineer

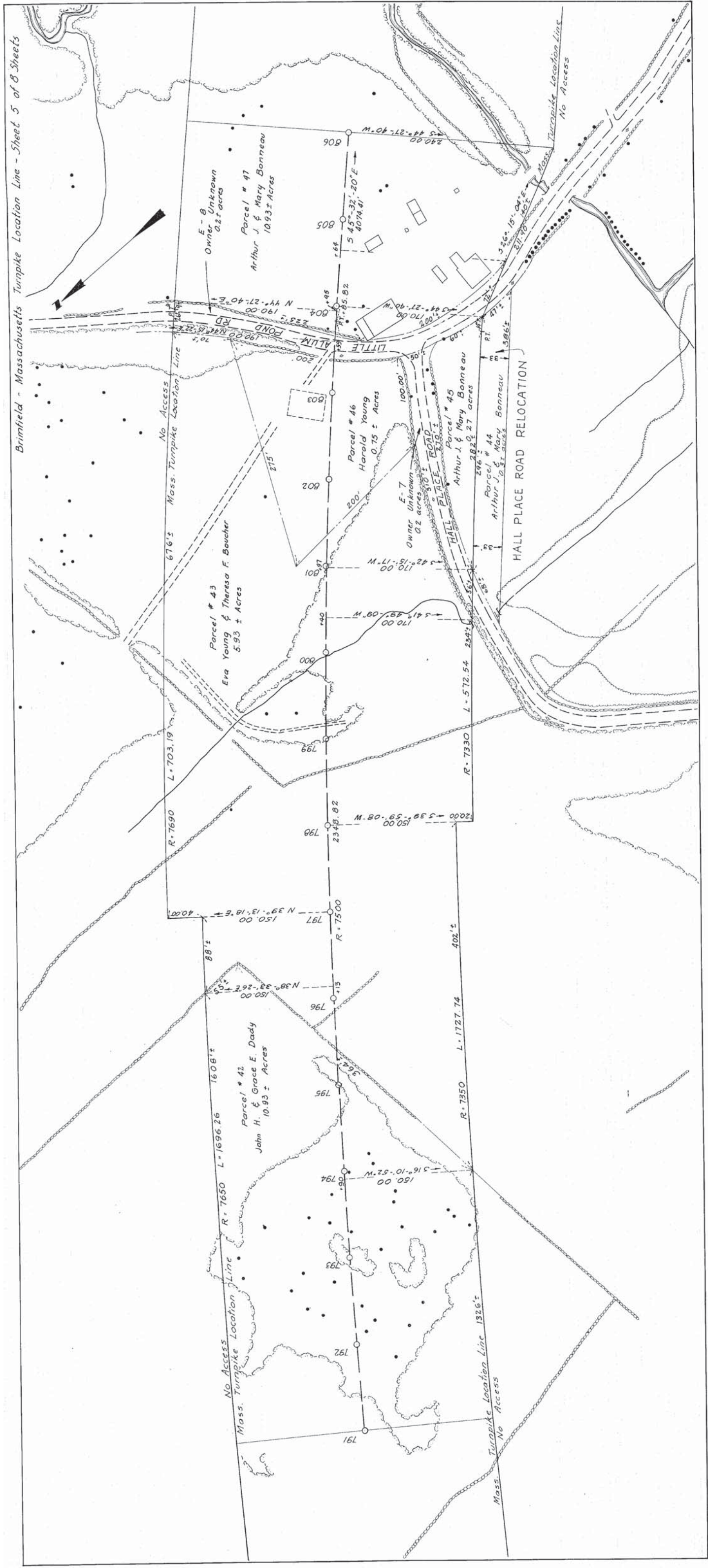


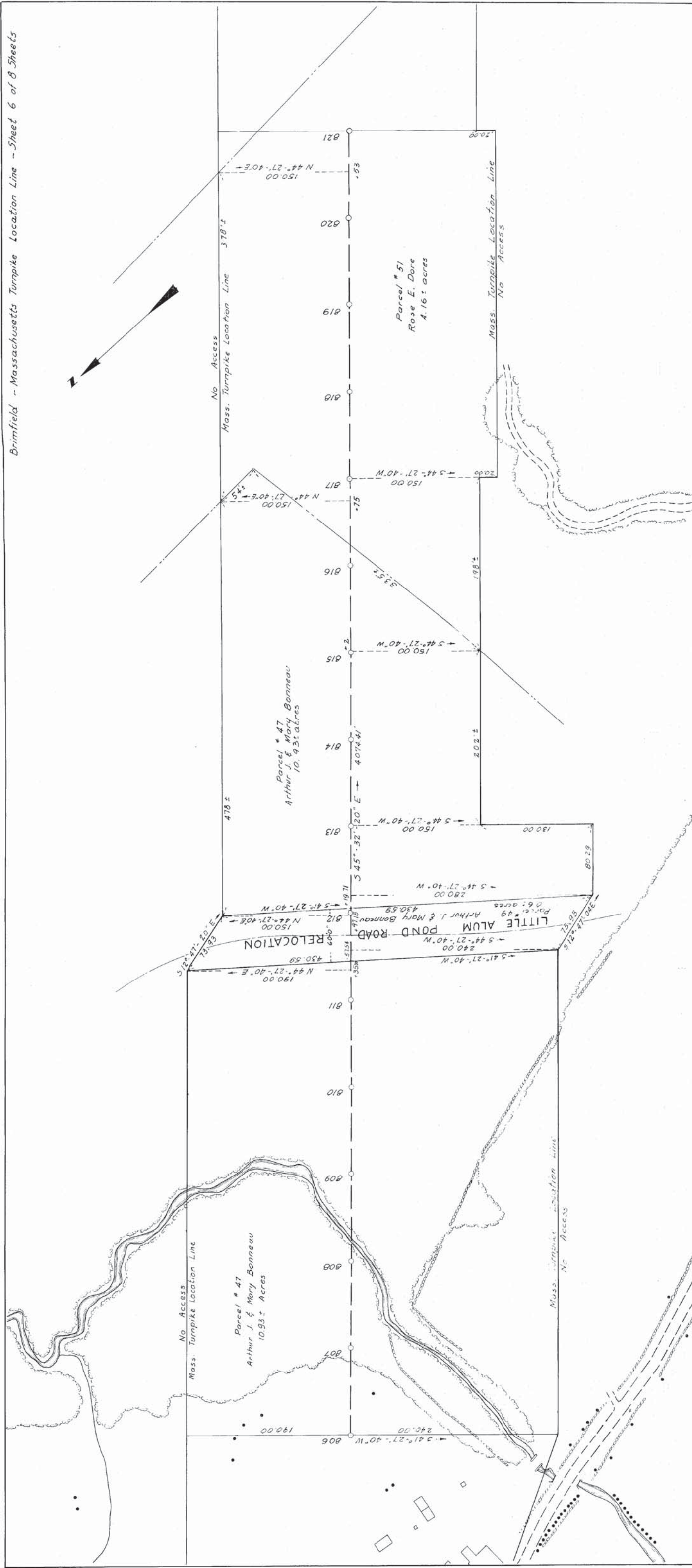
Brimfield - Massachusetts Turnpike Location Line - Sheet 2 of 8 Sheets

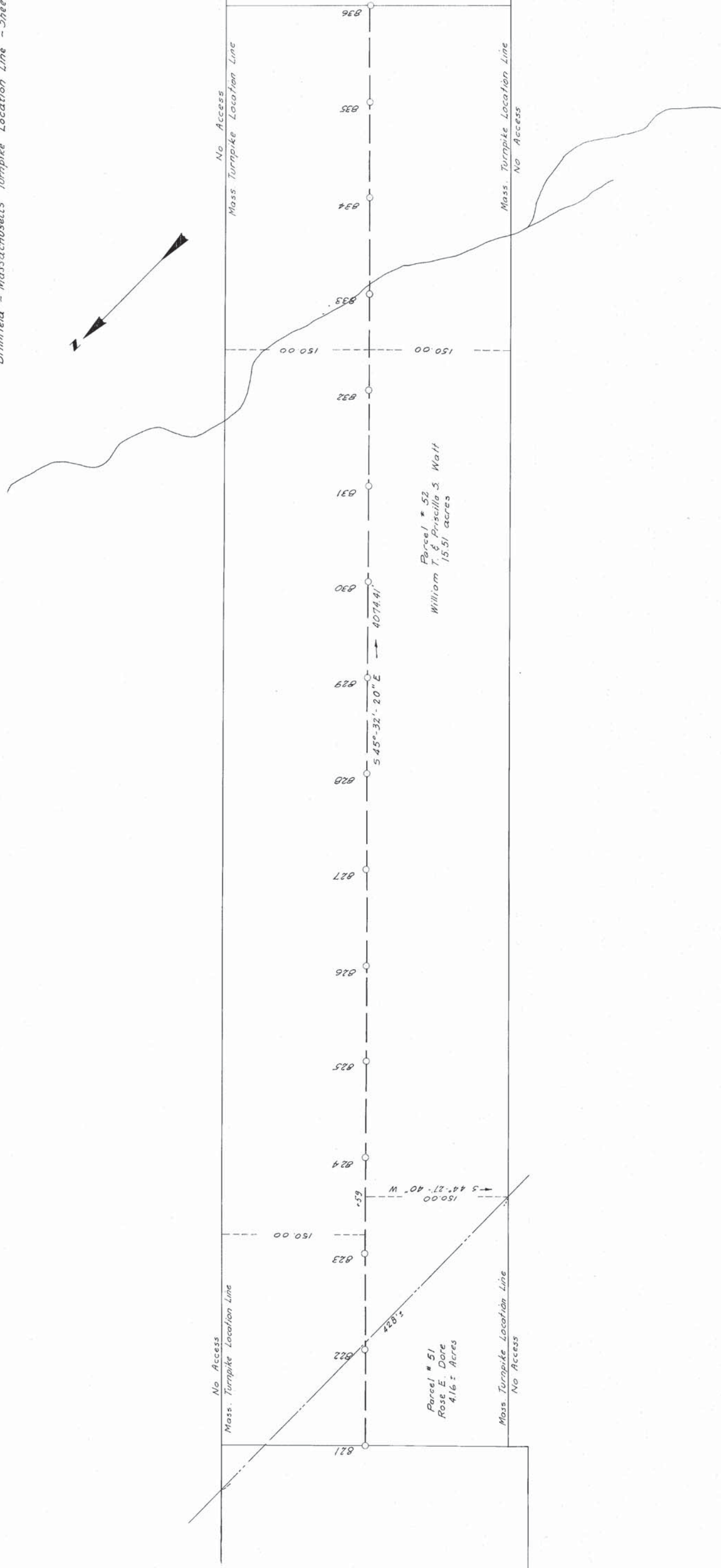


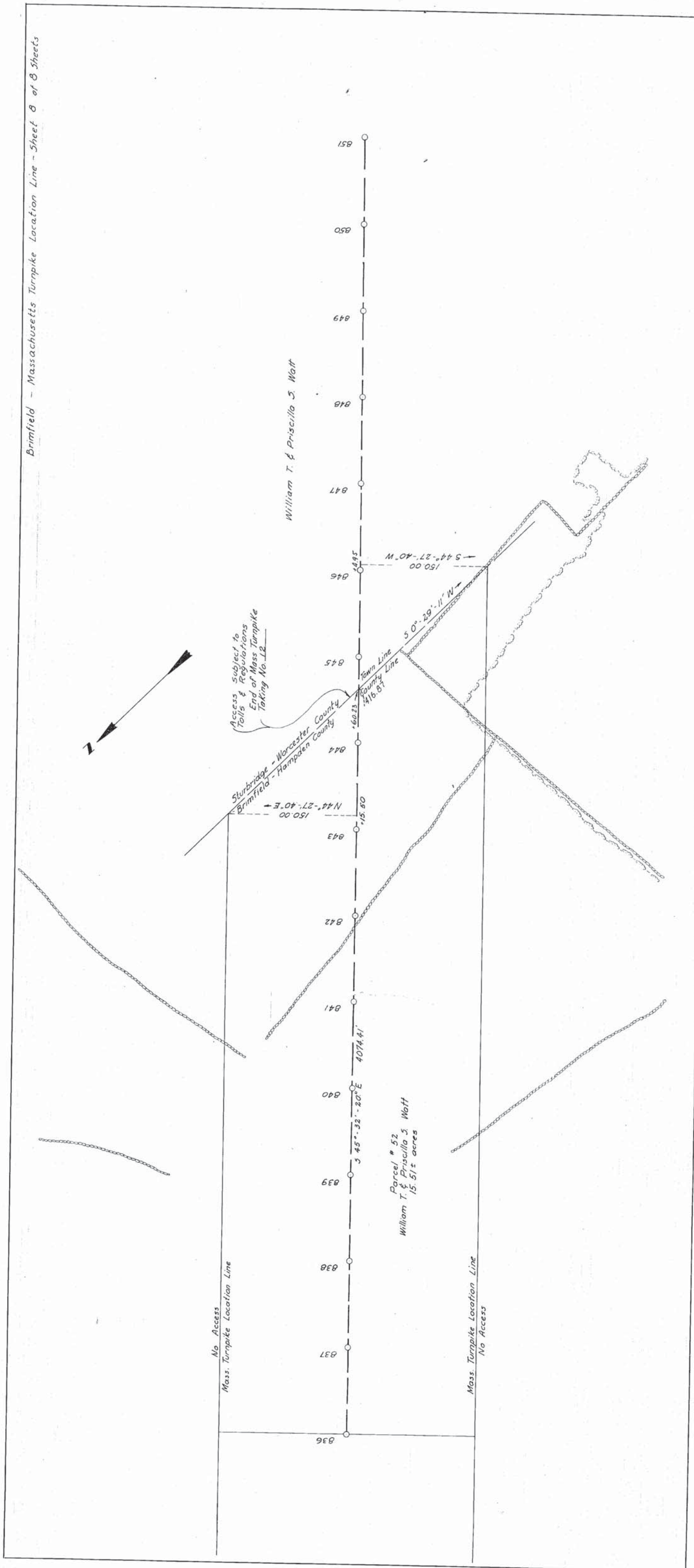












MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 12
Town of Brimfield
County of Hampden

For the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, a road in the Town of Brimfield, County of Hampden; and for the purpose of changing the location of a portion of two public highways in said Town of Brimfield; the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in fee simple (with the exception of parcels E-5, E-5A, E-6, E-7, and E-8 and RT-1, referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid toll highway.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use that portion of East Hill Road in the Town of Brimfield as hereby relocated in accordance with the East Hill Road taking, hereinafter described. Also excepted and reserved from the rights herein taken are all lawful rights to maintain wires, poles, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas, and electricity and for telephone communication along East Hill Road in the Town of Brimfield, with the provision however, that such facilities be relocated outside the express toll highway taking, hereinafter described, and located within the East Hill Road taking,

Excepted and reserved from the rights herein taken are all lawful rights of the public to use that portion of Hall Place Road in the Town of Brimfield as hereby relocated in accordance with the Hall Place Road taking, hereinafter described. Also excepted and reserved from the rights herein taken are all lawful rights to maintain wires, poles, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas, and electricity and for telephone communication along Hall Place Road in the Town of Brimfield, with the provision, however, that such facilities be relocated outside the express toll highway taking, hereinafter described, and located within the Hall Place Road taking.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use, by means of an underpass and appurtenant structures, that portion of Brookfield Road in the Town

of Brimfield relocated within the express toll highway location lines, hereinafter described, as shown on the plan, hereinafter referred to.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use, by means of an underpass and appurtenant structures, that portion of Little Alum Pond Road in the Town of Brimfield relocated within the express toll highway location lines, hereinafter described, as shown on the plan, hereinafter referred to.

The express toll highway taking is for a portion of the Massachusetts Turnpike 10,967.68 feet in length, and begins at the dividing line between the Town of Warren and the Town of Brimfield which is also the dividing line between the County of Worcester and the County of Hampden and extends in an easterly direction in the Town of Brimfield to the dividing line between the Town of Brimfield and the Town of Sturbridge, which is also the dividing line between the County of Hampden and the County of Worcester.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point on the property of Noah Fountain in the Town of Warren, said point being 139.40 feet westerly of the dividing line between the Town of Warren and the Town of Brimfield which is also the dividing line between the County of Worcester and the County of Hampden and shown on the plan, hereinafter referred to, as station 733 + 53.15; from said point of beginning the main base line extends easterly by a curve to the left of 7500.00 feet radius a distance of 1517.91 feet to a point of tangent shown on said plan as station 748 + 71.06; thence extends south, $63^{\circ}-28'-57''$ east 3,165.94 feet to a point of curve shown on said plan as station 780 + 37.00; thence extends easterly by a curve to the right of 7500.00 feet radius a

distance of 2,348.82 feet to a point of tangent shown on said plan as station 803 + 85.82; thence extends south $45^{\circ}-32'-20''$ east a distance of 4, 219.13 feet to a point at the end of the taking on the property of William T. and Priscilla S. Watt in the Town of Sturbridge, said point being 144.72 feet easterly of the dividing line between the Town of Brimfield and the Town of Sturbridge which is also the dividing line between the County of Hampden and the County of Worcester.

The northerly location line of the express toll highway taking begins at a point on the dividing line between the Town of Warren and the Town of Brimfield, said point bearing north $35^{\circ}-55'-10''$ east 150.00 feet distant from station 736 + 40.32 of the main base line, hereinbefore described; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point bearing north $33^{\circ}-10'-18''$ east, 150.00 feet distant from station 740 + 00 of said main baseline; thence extends north $33^{\circ}-10'-18''$ east, 80.00 feet to a point bearing north $33^{\circ}-10'-18''$ east, 230.00 feet distant from station 740 + 00 of said main baseline; thence extends in an easterly direction 230.00 feet distant from and parallel to said main base line to a point bearing north $31^{\circ}-38'-38''$ east, 230.00 feet distant from station 742 + 00 of said main baseline; thence extends south $31^{\circ}-38'-38''$ west, 80.00 feet to a point bearing north $31^{\circ}-38'-38''$ east, 150.00 feet distant from station 742 + 00 of said main baseline; thence extends in an easterly direction 150.00 feet distant from and parallel to said main baseline to a point bearing north $26^{\circ}-31'-03''$ east, 150.00 feet distant from station 752 + 90.77 of said main baseline; thence extends north $81^{\circ}-25'-00''$ west, 64.95 feet to a point bearing north $26^{\circ}-31'-03''$ east, 170.00 feet distant from station 753 + 52.56 of said main baseline; thence extends in an easterly direction 170.00 feet distant from and parallel to said main baseline to a point bearing north $26^{\circ}-31'-03''$ east, 170.00 feet distant from station 768 + 00 of said main baseline; thence extends north $26^{\circ}-31'-03''$ east, 10.00 feet to a point bearing north $26^{\circ}-31'-03''$ east, 180.00 feet distant from station 768 + 00 of said main baseline; thence extends in an easterly direction 180.00 feet distant from and parallel to said main baseline to a point bearing north $26^{\circ}-31'-03''$ east, 180.00 feet distant from station 771 + 00 of said main baseline; thence extends south $26^{\circ}-31'-03''$ west, 30.00 feet to a point bearing north $26^{\circ}-31'-03''$ east, 150.00 feet distant from station 771 + 00 of said main baseline; thence extends in an easterly direction 150.00 feet distant from and parallel to said main baseline to a point bearing north $39^{\circ}-13'-18''$ east, 150.00 feet distant from station 797 + 00 of said main baseline; thence extends north $39^{\circ}-13'-18''$ east, 40.00 feet to a point bearing north $39^{\circ}-13'-18''$ east, 190.00 feet distant from station 797 + 00 of said main base line; thence extends in an easterly direction 190.00 feet distant from and parallel to said main base line to a point bearing north $44^{\circ}-27'-40''$ east, 190.00 feet distant

from station 811 + 35.00 of said main base line; thence extends south $12^{\circ}-47'-20''$ east, 73.93 feet to a point bearing north $44^{\circ}-27'-40''$ east, 150.00 feet distant from station 811 + 97.18 of said main baseline; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point at the end of the taking, said point bearing north $44^{\circ}-27'-40''$ east, 150.00 feet distant from station 843 + 15.50 of said main baseline, said point being on the dividing line between the Town of Brimfield and the Town of Sturbridge.

The southerly location line of the express toll highway taking begins at a point on the dividing line between the Town of Warren and the Town of Brimfield, said point bearing south $38^{\circ}-06'-48''$ west, 150.00 feet distant from station 733 + 53.15 of the main base line, hereinbefore described; thence extends in an easterly direction, 150.00 feet distant from and parallel to said main baseline to a point bearing south $26^{\circ}-31'-03''$ west, 150.00 feet distant from station 752 + 75.00 of said main baseline; thence extends south $32^{\circ}-31'-08''$ east, 58.31 feet to a point bearing south $26^{\circ}-31'-03''$ west, 180.00 feet distant from station 753 + 25.00 of said main baseline; thence extends in an easterly direction 180.00 feet distant from and parallel to said main base line to a point bearing south $26^{\circ}-31'-03''$ west 180.00 feet distant from station 767 + 00 of said main baseline; thence extends south $26^{\circ}-31'-03''$ west, 20.00 feet to a point bearing south $26^{\circ}-31'-03''$ west, 200.00 feet distant from station 767 + 00 of said main base line; thence extends in an easterly direction, 200.00 feet distant from and parallel to said main base line to a point bearing south $26^{\circ}-31'-03''$ west, 200.00 feet distant from station 769 + 00 of said main base line; thence extends north $26^{\circ}-31'-03''$ east, 50.00 feet to a point bearing south $26^{\circ}-31'-03''$ west, 150.00 feet distant from station 769 + 00 of said main base line; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point bearing south $39^{\circ}-59'-08''$ west, 150.00 feet distant from station 798 + 00 of said main base line; thence extends south $39^{\circ}-59'-08''$ west, 20.00 feet to a point bearing south $39^{\circ}-59'-08''$ west, 170.00 feet distant from station 798 + 00 of said main base line; thence extends in an easterly direction 170.00 feet distant from and parallel to said main base line to a point bearing south $44^{\circ}-27'-40''$ west, 170.00 feet distant from station 804 + 00 of said main base line; thence extends south $26^{\circ}-15'-04''$ east, 211.90 feet to a point bearing south $44^{\circ}-27'-40''$ west, 240.00 feet distant from station 806 + 00 of said main base line; thence extends in an easterly direction, 240.00 feet distant from and parallel to said main baseline to a point bearing south $44^{\circ}-27'-40''$ west, 240.00 feet distant from station 811 + 57.54 of said main base line; thence extends south $12^{\circ}-47'-04''$ east, 73.93 feet to a point bearing south $44^{\circ}-27'-40''$ west, 280.00 feet distant from station 812 + 19.71 of said main base line; thence extends in an easterly direction 280.00 feet distant from and parallel to said main base line to a point bearing south $44^{\circ}-27'-40''$ west, 280.00 feet distant from station 813 + 00 of said main base line; thence extends north $44^{\circ}-27'-40''$ east, 130.00 feet to a point bearing south $44^{\circ}-27'-40''$ west, 150.00 feet distant from station 813 + 00 of said main base line; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point bearing

south $44^{\circ}-27'-40''$ west, 150.00 feet distant from station 817 + 00 of said main base line; thence extends south $44^{\circ}-27'-40''$ west, 20.00 feet to a point bearing south $44^{\circ}-27'-40''$ west, 170.00 feet distant from station 817 + 00 of said main base line; thence extends in an easterly direction, 170.00 feet distant from and parallel to said main base line to a point bearing south $44^{\circ}-27'-40''$ west 170.00 feet distant from station 821 + 00 of said main base line; thence extends north $44^{\circ}-27'-40''$ east, 20.00 feet to a point bearing south $44^{\circ}-27'-40''$ west 150.00 feet distant from station 821 + 00 of said main base line; thence extends in an easterly direction, 150.00 feet distant from and parallel to said main base line to a point in the dividing line between the Town of Brimfield and the Town of Sturbridge 150.00 feet distant from station 846 + 04.95 of said main base line, which point is at the easterly end of the southerly location line.

The westerly end of the express toll highway taking is defined by a line beginning at a point on the dividing line between the Town of Warren and the Town of Brimfield at the beginning of the southerly location line, hereinbefore described, said point bearing south $38^{\circ}-06'-48''$ west, 150.00 feet distant from station 733 + 53.15 of the main base line, hereinbefore described; thence extends along the dividing line between the Town of Warren and the Town of Brimfield north $80^{\circ}-46'-06''$ east 415.24 feet to a point on said dividing line, which point is the beginning of the northerly location line, hereinbefore described, said point bearing north $35^{\circ}-55'-10''$ east, 150.00 feet distant from station 736 + 40.32 of said main base line.

The easterly end of the express toll highway taking is defined by a line beginning at a point on the dividing line between the Town of Brimfield and the Town of Sturbridge at the end of the northerly location line, hereinbefore described, said point bearing north $44^{\circ}-27'-40''$ east, 150.00 feet distant from station 843 + 15.50 of the main baseline, hereinbefore described; thence extends along said dividing line south $0^{\circ}-29'-11''$ west, 416.87 feet to a point at the end of the southerly location line, hereinbefore described, said point bearing south $44^{\circ}-27'-40''$ west, 150.00 feet distant from station 846 + 04.95 of said main baseline.

The location lines of the section of express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature, and at the westerly and easterly ends of the taking hereinbefore described.

Access to and egress from the express toll highway is restricted, being permitted across the location and taking lines, hereinbefore described, only at the places, for the purposes, and under the

conditions hereinafter specified:

1. Access to and egress from said express toll highway is allowed, subject to payment of tolls and to the rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of the taking as hereinbefore described.

In connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to change the location of a portion of a public highway in the Town of Brimfield.

The taking for this purpose (hereinafter referred to sometimes as the East Hill Road taking) is for establishing a new location for a portion of East Hill Road adjoining the southerly location line of the express toll highway, hereinbefore described;

The taking for the relocation of East Hill Road is more fully described as follows:

The taking line for said relocation begins at a point, at the intersection of the easterly street line of the Brookfield Road relocation shown on the plan hereinafter referred to, and the southerly location line of the express toll highway, hereinbefore described; said point bearing south $26^{\circ}-31'-03''$ west, 180.00 feet distant from station 753 + 25.00 of the main baseline, hereinbefore described; thence extends in an easterly direction 180.00 feet distant from and parallel to said main baseline along said southerly location line to a point bearing south $26^{\circ}-31'-03''$ west 180.00 feet distant from station 764 + 43.00 of said main baseline; thence extends easterly along said southerly location line a distance of 7± feet to a point of curve; thence extends easterly by a curve to the right, as shown on said plan, of 316.5 feet radius 375± feet to a point at the intersection with the Westerly Street line of the existing East Hill Road; thence extends in a southwesterly direction along said Westerly Street line of existing East Hill Road 68± feet to a point at the intersection with the southerly taking line of the East Hill Road taking; thence extends westerly 33.00 feet distant from and parallel to the northerly taking line of the East Hill Road taking, hereinbefore described, to a point bearing south $26^{\circ}-31'-03''$ west, 213.00 feet distant from station 753 + 25.00 of said main base line; said point being at the intersection with the easterly street line of Brookfield Road relocation hereinbefore referred to; thence

extends north $26^{\circ}-31'-03''$ east along said easterly street line of relocated Brookfield Road 33.00 feet to the point of beginning at the intersection with the said southerly location line of the express toll highway, hereinbefore described.

The lines defining the East Hill Road taking are further defined by bounds set at angle points and points of curvature.

In connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to change the location of a portion of a public highway in the Town of Brimfield.

The taking for this purpose (hereinafter referred to as sometimes Hall Place Road taking) is for establishing a new location for a portion of Hall Place Road adjoining the southerly location line of the express toll highway, hereinbefore described;

The taking for the relocation of Hall Place Road is more fully described as follows:

The taking line for said relocation begins at a point at the intersection of the easterly street line of Hall Place Road with the southerly location line of the express toll highway, hereinbefore described, bearing south $42^{\circ}-15'-17''$ west 170.00 feet distant from station 800 + 97.00 of the main base line, hereinbefore described; thence extends easterly along said southerly location line, to a point of intersection with the westerly street line of Little Alum Pond Road, bearing south $44^{\circ}-27'-40''$ west, 170.00 feet distant from station 804 + 00 of said main base line; thence extends southerly 47± feet along said Westerly Street line of Little Alum Pond Road to a point of intersection with the southerly street line of Hall Place Road; thence extends easterly along said southerly street line of Hall Place Road 68± feet to the point of beginning, hereinbefore described.

The lines defining the Hall Place Road taking are further defined by bounds set at angle points and points of curvature.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-5, said easement

consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the East Hill Road taking, hereinbefore described, and designated on the plan of said taking as Parcel E-5A, said easement consisting of the right to alter, reconstruct, and/or relocate the said East Hill Road upon the land included in said parcel. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway and the said relocation of East Hill Road.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-6, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-7, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within

the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-8, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

A temporary easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land adjoining and abutting the northerly location line of the express toll highway, hereinbefore described, and designated on the plan, hereinafter referred to, as Parcel RT-1. Said temporary easement consists of the right to enter and use the land for the purpose of removing a structure located thereon; and is to be continued only as long as it is necessary, in the opinion of the Massachusetts Turnpike Authority, for the removal of said structure.

The aforesaid temporary easement is more fully described as follows:

The taking line for said temporary easement begins at a point on the northerly location line of the express toll highway, hereinbefore described, opposite station 755 ± 14 of the main base line, hereinbefore described; thence extends in a generally easterly direction $80 \pm$ feet to a point; thence extends in a generally southwesterly direction $28 \pm$ feet to a point on said northerly location line; thence extends in a generally northwesterly direction, along said northerly location line $77 \pm$ feet to the point of beginning.

The aforesaid express toll highway taking, East Hill Road taking and Hall Place Road taking are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan

for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of Brimfield, Hampden County as prepared by the Massachusetts Turnpike Authority scale: 1" = 50' date **February 3, 1955** ", an attested copy of which is to be recorded with this order of taking in Registry of Deeds for Hampden County in the City of Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
25	Dorothy L. Carpenter	5.57 Ac.	\$1.00
26	Thomas L. & Clara L. Lapean	6.0 Ac.	1.00
27	Henry R. & Verna Prosl	3.11 Ac.	1.00
30	Henry R. & Verna Prosl	0.07 Ac.	1.00
31	Thomas L. & Clara L. Lapean	0.61 Ac.	1.00
32	Henry R. & Verna Prosl	0.15± Ac.	1.00
33	Henry R. & Verna Prosl	0.30 Ac.	1.00
34	Thomas L. & Clara L. Lapean	2.55 Ac.	1.00
35	Thomas L. & Clara L. Lapean	0.29 Ac.	1.00
37	Edward J. Ahearn Jr.	3.71± Ac.	1.00
38	Edward J. Ahearn Jr.	0.29 Ac.	1.00
39	Daniel H. Jr. & Elisabeth W. Wells	3.03± Ac.	1.00
40	Daniel H. Jr. & Elisabeth W. Wells	.28± Ac.	1.00
41	Daniel H. Jr. & Elisabeth W. Wells	1.23± Ac.	1.00
42	John H. & Grace E. Dady	10.93± Ac.	1.00
43	Eva Young & Theresa F. Boucher	5.93± Ac.	1.00
44	Arthur J. & Mary Bonneau	0.3± Ac.	1.00
45	Arthur J. & Mary Bonneau	0.27 Ac.	1.00
46	Harold Young	0.75± Ac.	1.00
47	Arthur J. & Mary Bonneau	10.93± Ac.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
49	Arthur J. & Mary Bonneau	0.6± Ac.	\$1.00
51	Rose E. Dore	4.16± Ac.	1.00
52	William T. & Priscilla S. Watt	15.51± Ac.	1.00
E-5	Owner Unknown (Brookfield Road)	0.64± Ac.	1.00
E-5A	Owner Unknown (Brookfield Road)	0.05± Ac.	1.00
E-6	Owner Unknown (East Hill Road)	0.29± Ac.	1.00
E-7	Owner Unknown (Hall Place Road)	0.2 Ac.	1.00
E-8	Owner Unknown (Little Alum Pond Road)	0.2± Ac.	1.00
RT-1	Thomas L. & Clara L. Lapean	0.03± Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifth day of **March**, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan; that said Hall Place Road be altered and relocated as described herein and as described and shown on said plan; and that said East Hill Road be altered and relocated as described herein and shown on said plan; and that the Secretary - Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Brimfield certified copies of said plan, signed by at least a

majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this **third** day of **February**, 1955.

William F. Hallahan
Chairman
Benjamin A. Frost
Vice-Chairman
John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

MASSACHUSETTS TURNPIKE AUTHORITY

ORDER OF TAKING NO.12

TOWN OF BRIMFIELD

COUNTY OF HAMPDEN

1955

Brimfield



STATE LAYOUT PLAN #26
I-90 Mass. Pike, Mill Brook Rd. to Warren Line

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 47 PAGE 110-112

INDEXING

STATE LAYOUT PLAN #26

- Image Info** SH52020 Brimfield
- Image Info** SH52020 Warren Line
- Image Info** SH52020 I-90
- Image Info** SH52020 Mass. Pike
- Image Info** SH52020 Mill Brook Road

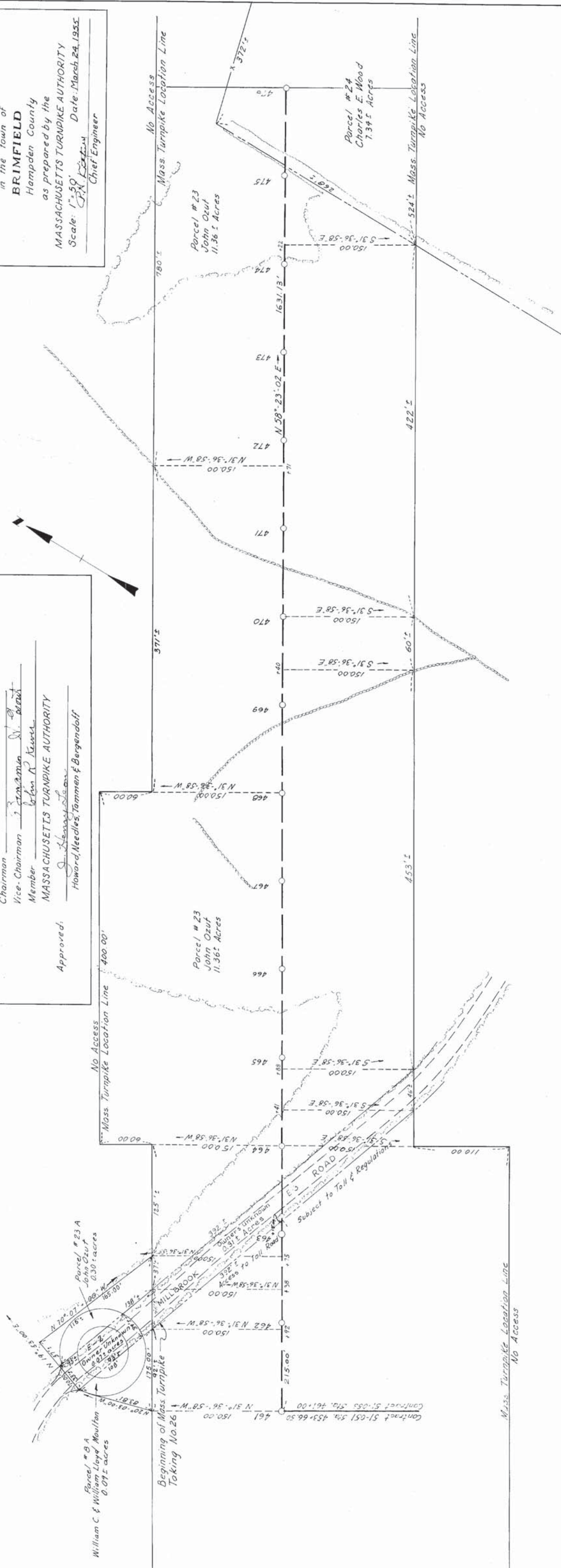
A true copy attested by
John R. Needle
Secretary - Treasurer
Order of Taking No. 26

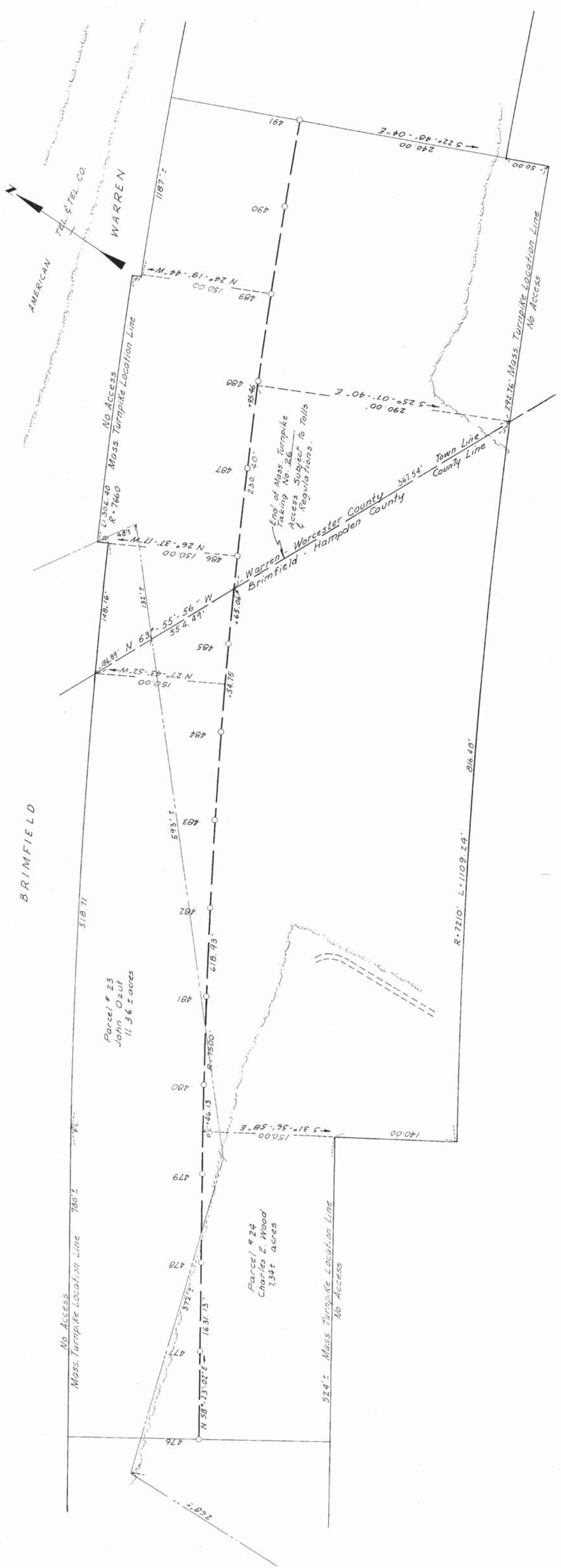
This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY on March 24, 1955 in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman *Benjamin N. Davis*
Vice-Chairman *John R. Needle*
Member *John R. Needle*
MASSACHUSETTS TURNPIKE AUTHORITY

Approved: *Howard Needles Tammen & Bergendoff*

Plan for the location of an Express Toll Highway known as "Massachusetts Turnpike" in the town of BRIMFIELD Hampden County as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Scale: 1"=50' Date: March 24, 1955
J. N. Needle
Chief Engineer





COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 26

Hampden SS.

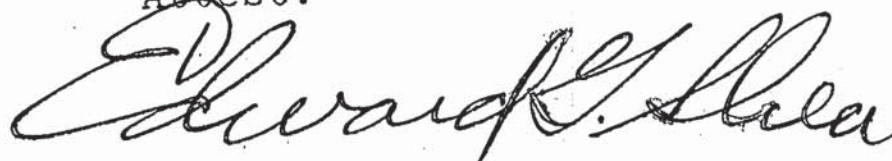
City/Town Brimfield

April 18 4, 19 55

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated March 24, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ town of Brimfield, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 26

Town of Brimfield

County of Hampden

Filed - April 4, 1955

*Filed
April 4, 1955*

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 26
Town of Brimfield
County of Hampden

For the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, a road in the Town of Brimfield, County of Hampden; and for the purpose of altering an existing highway in said Town of Brimfield, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in fee simple (with the exception of parcels E-2 and E-3, referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits, and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use that portion of Millbrook Road in the Town of Brimfield which is within the Millbrook Road taking, hereinafter described.

The express toll highway taking is for a portion of the Massachusetts Turnpike, 2,250.06 feet in length, and begins at the westerly street line of Millbrook Road in the Town of Brimfield and extends in an easterly direction in said town to the dividing line between the Town of Brimfield in the County of Hampden, and the Town of Warren in the County of Worcester.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point 215.00 feet westerly of the westerly street line of Millbrook Road in the Town of Brimfield, said point being shown on a plan, hereinafter referred to as station 453 + 66.50 or station 461 + 00.00 for the line ahead. From said point of beginning, the main base line extends north $58^{\circ}-23'-02''$ east, 1846.13 feet to a point of curve shown on said plan as station 479 + 46.13; thence extends in an easterly direction by a curve to the right as shown on said plan of 7500.00 feet radius, 849.33 feet to a point in the Town of Warren, County of Worcester, said point being shown on said plan as station 487 + 95.46 and said point also being 230.40 feet easterly of the dividing line between the Town of Brimfield, in the County of Hampden, and the Town of Warren in the County of Worcester.

The northerly location line of the express toll highway taking begins at a point in the Town of Brimfield, on the westerly street line of Millbrook Road, said point bearing north $31^{\circ}-36'-58''$ west, 150.00 feet distant from station 461 + 92.00 of the main base line, hereinbefore described; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point bearing north $31^{\circ}-36'-58''$ west, 150.00 feet distant from station 464 + 00.00 of said main base line; thence extends north $31^{\circ}-36'-58''$ west, 60.00 feet to a point bearing north $31^{\circ}-36'-58''$ west, 210.00 feet distant from station 464 + 00.00 of said main base line; thence extends in an easterly direction 210.00 feet distant from and parallel to said main base line to a point bearing north $31^{\circ}-36'-58''$ west, 210.00 feet distant from station 468 + 00.00 of said main base line; thence extends south $31^{\circ}-36'-58''$ east, 60.00 feet to a point bearing north $31^{\circ}-36'-58''$ west, 150.00 feet distant from station 468 + 00.00 of said main base line; thence extends in an easterly direction 150.00 feet distant from and parallel to said

main base line to a point at the end of the taking, on the dividing line between the Town of Brimfield in the County of Hampden and the Town of Warren in the County of Worcester bearing north $27^{\circ}-43'-52''$ west, 150.00 feet distant from station 484 + 54.75 of said main base line.

The southerly location line of the express toll highway taking begins at a point on the westerly street line of Millbrook Road, in the Town of Brimfield, said point bearing south $31^{\circ}-36'-58''$ east, 150.00 feet distant from station 464 + 41.00 of the main base line, hereinbefore described; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point bearing south $31^{\circ}-36'-58''$ east, 150.00 feet distant from station 479 + 46.13 of said main base line; thence extends south $31^{\circ}-36'-58''$ east, 140.00 feet to a point bearing south $31^{\circ}-36'-58''$ east, 290.00 feet distant from station 479 + 46.13 of said main base line; thence extends in an easterly direction 290.00 feet distant from and parallel to said main base line to a point at the end of the taking on the dividing line between the Town of Brimfield, in the County of Hampden, and the Town of Warren in the County of Worcester bearing south $25^{\circ}-07'-40''$ east, 290.00 feet distant from station 487 + 95.46 of said main base line.

The westerly end of the express toll highway taking is defined by a line beginning at a point on the westerly street line of Millbrook Road, in the Town of Brimfield, said point bearing north $31^{\circ}-36'-58''$ west, 150.00 feet distant from station 461 + 92.00 of the main base line, hereinbefore described; thence extends in a south-easterly direction along said westerly street line of Millbrook Road to a point bearing south $31^{\circ}-36'-58''$ east, 150.00 feet distant from station 464 + 41.00 of said main base line.

The easterly end of the express toll highway taking is defined by a line beginning at a point on the dividing line between the Town of Brimfield in the County of Hampden and the Town of Warren in the County of Worcester, said point bearing north $27^{\circ}-43'-52''$ west, 150.00 feet distant from station 484 + 54.75 of the main base line, hereinbefore described; thence extends south $63^{\circ}-55'-56''$ east, along said dividing line between the Town of Brimfield in the County of Hampden and the Town of Warren in the County of Worcester to a point bearing south $25^{\circ}-07'-40''$ east, 290.00 feet distant from station 487 + 95.46 of said main base line.

The location lines of the section of express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature and at the westerly and easterly ends of the taking, hereinbefore described.

Access to, and egress from the express toll highway is restricted, being permitted across the location and taking lines, hereinbefore described, only at the places, for the purposes, and under the conditions hereinafter specified:

1. Access to, and egress from, said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of the taking, as hereinbefore described.

In connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to alter a portion of a public highway in the Town of Brimfield, said alteration being deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952.

The taking for this purpose (hereinafter referred to sometimes as the Millbrook Road taking) is for providing a turnaround, so-called, at the termination of Millbrook Road adjoining the northerly location line of the express toll highway, hereinbefore described.

The taking for the alteration of Millbrook Road is more fully described as follows:

The taking line for said alteration begins at a point on the northerly location line of the express toll highway, hereinbefore described, said point bearing north $31^{\circ}-36'-58''$ west, 150.00 feet distant from station 461 + 00.00 of the main base line, hereinbefore described; thence extends north $20^{\circ}-03'-00''$ west, 83.81 feet to a point on the westerly street line of Millbrook Road; thence extends north $19^{\circ}-53'-00''$ east, 70.00 feet to a point; thence extends south $70^{\circ}-07'-00''$ east, 165.00 feet to a point on said northerly location

line, said point bearing north $31^{\circ}-36'-58''$ west, 150.00 feet distant from station 462 + 75.00 of said main base line; thence extends in a westerly direction along said northerly location line 175.00 feet to the point of beginning.

The lines defining the aforesaid Millbrook Road taking are further defined by bounds set at angle points and points of curvature.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Millbrook Road taking, hereinbefore described, and designated on the plan of said taking as Parcel E-2, said easement consisting of the right to alter and/or reconstruct that portion of Millbrook Road in the Town of Brimfield included in said parcel to accommodate the same to the design of a turnaround, so-called. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway and the alteration and/or reconstruction of said Millbrook Road.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as parcel E-3, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

The aforesaid express toll highway taking and Millbrook Road taking are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of Brimfield, Hampden County as prepared by the Massachusetts Turnpike Authority scale: 1" = 50' Date March 24, 1955,"

an attested copy of which is to be recorded with this order of taking in the office of the Registry of Deeds for Hampden County at Springfield, Massachusetts.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

Parcel No.	Owners	Area	Award
8A	William C. & William Lloyd Moulton	0.09 Ac.	\$1.00
23	John Ozut	11.36 Ac.	1.00
23A	John Ozut	0.30 Ac.	1.00
24	Charles E. Wood	7.34 Ac.	1.00
E-2	Owner Unknown (Millbrook Road)	0.07 Ac.	1.00
E-3	Owner Unknown (Millbrook Road)	0.31 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the thirtieth day of April, 1955 (unless otherwise agreed upon).


It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan; that said Millbrook Road be altered and/or reconstructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Brimfield, certified copies of said plan, signed by at least a majority

of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-fourth day of March , 1955.

Chairman



Vice Chairman

MASSACHUSETTS
TURNPIKE
AUTHORITY



Member

1955

Brimfield



STATE LAYOUT PLAN #31
I-90, Mass. Pike, relocation of Little Alum Pond Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 48 PAGE 48

INDEXING

STATE LAYOUT PLAN #31

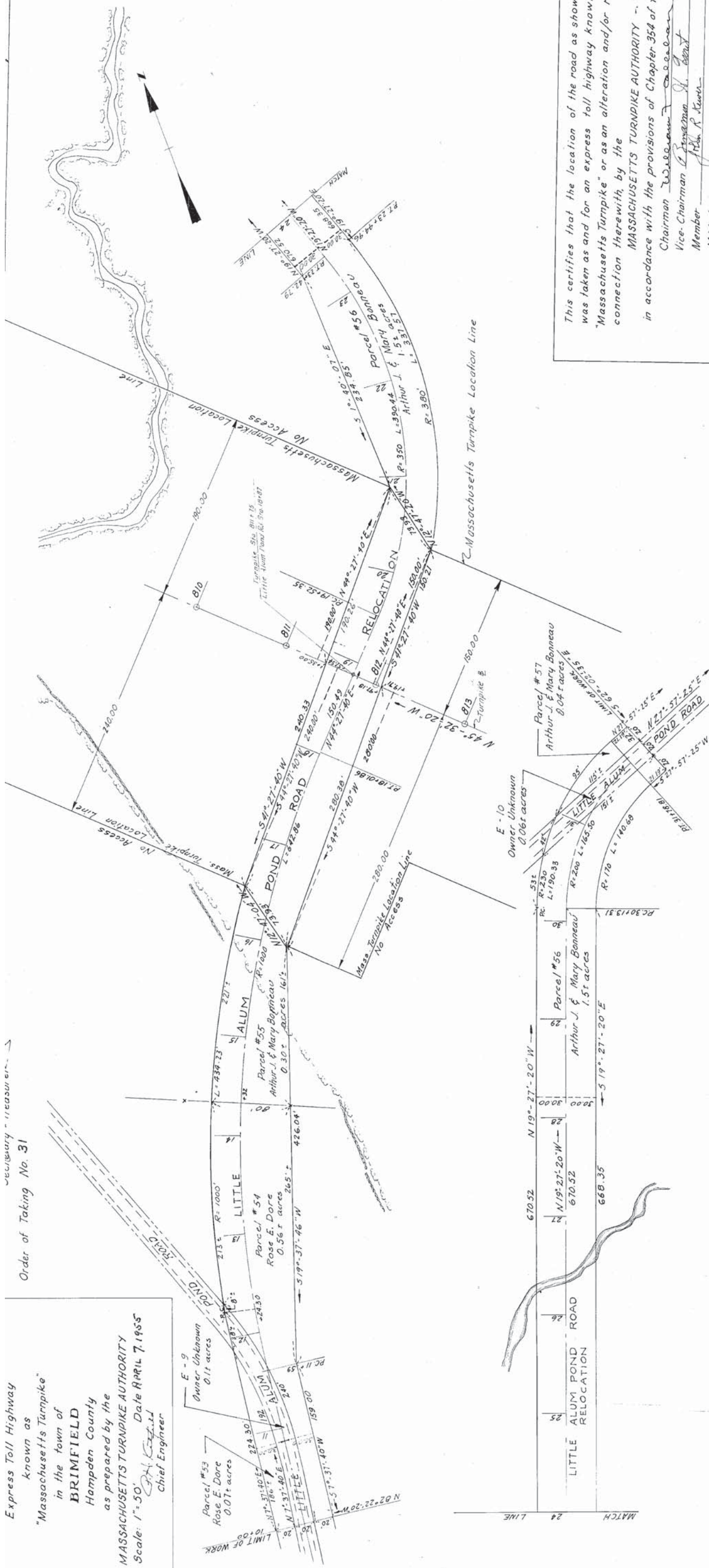
- Image Info SH52021 Brimfield
- Image Info SH52021 I-90
- Image Info SH52021 Little Alum Pond Road
- Image Info SH52021 Mass. Pike

Express Toll Highway

known as
"Massachusetts Turnpike"
in the town of
BRIMFIELD
Hampden County

as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Scale: 1"=50' Date **APRIL 7, 1955**
Chas. E. L.
Chief Engineer

Survey Measure
Order of Taking No. 31



This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the
MASSACHUSETTS TURNPIKE AUTHORITY -- APRIL 7, 1955
in accordance with the provisions of Chapter 354 of the Acts of 1952
Chairman *William J. Bennett*
Vice-Chairman *Benjamin H. Bennett*
Member *John R. Kenna*

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 31

Hamden SS.

~~Village~~/Town Brinfield

April 18, 19 55

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 7, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of Brinfield, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 31
Town of Brimfield
County of Hampden

*Received and
Filed April 18, 1955*

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 31

Town of Brimfield

County of Hampden

For the purpose of constructing a grade separation at an intersection of the Massachusetts Turnpike, an express toll highway, with a public highway in the Town of Brimfield, County of Hampden, the Massachusetts Turnpike Authority, a body politic and corporate, and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all of the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication) located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in fee simple (with the exception of parcels E-9, and E-10, referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits, and other appurtenances, for the conveyance of water, sewage, gas, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use those portions of Little

Alum Pond Road, in the Town of Brimfield, as hereby altered, reconstructed, and/or relocated in accordance with the takings, hereinafter described.

In connection with the construction, maintenance, repair, and operation of the aforesaid express toll highway known as the Massachusetts Turnpike, it is necessary to relocate, change and adjust the lines and grades of two sections of highway in the Town of Brimfield, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The takings for this purpose are for relocating, and changing the grade and alignment of Little Alum Pond Road in the Town of Brimfield so as to accommodate the same to the design of a grade separation at the intersection of said road, as relocated, with the express toll highway, as described in Order of Taking No. 12, recorded with the Registry of Deeds for Hampden County at Springfield, in Book 2367 at Page 419, and consists of two sections, one being north of and abutting the northerly location line of the express toll highway, as described in said Order of Taking No. 12, and the other being south of and abutting the southerly location line of the express toll highway, as described in said Order of Taking No. 12.

The taking for the alteration, reconstruction, and/or relocation of Little Alum Pond Road on the northerly side of the aforesaid express toll highway is more fully described as follows:

The taking line for said alteration, reconstruction and/or relocation begins at a point on the northerly location line of the express toll highway, as described in Order of Taking No. 12, recorded with the Registry of Deeds for Hampden County at Springfield, said point bearing north $44^{\circ}-27'-40''$ east, 190.00 feet distant from station 811 + 35.00 of the main base line of the express toll high-

way, as described in said Order of Taking No. 12, and shown on the plan hereinafter referred to; thence extends north $1^{\circ}-40'-07''$ west, 234.85 feet to a point of angle; thence extends north $19^{\circ}-27'-20''$ west, 670.52 feet to a point of curve; thence extends by a curve to the right of 230.00 feet radius, 190.33 feet to a point of tangent; thence extends north $27^{\circ}-57'-25''$ east, 21.19 feet to the limit of the taking; thence extends south $62^{\circ}-02'-35''$ east, 60.00 feet along said limit of taking to a point; thence extends south $27^{\circ}-57'-25''$ west, 21.19 feet to a point of curve; thence extends in a south-westerly direction by a curve to the left of 170.00 feet radius, 140.68 feet to a point of tangent; thence extends south $19^{\circ}-27'-20''$ east, 668.35 feet to a point of curve; thence extends in a south-westerly direction by a curve to the right of 380.00 feet radius, 337.57 feet to a point on the aforesaid northerly location line, said point bearing north $44^{\circ}-27'-40''$ east, 150.21 feet distant from station 811 + 97.18 on said main base line; thence extends along said northerly location line north $12^{\circ}-47'-20''$ west, 73.93 feet to the point of beginning.

The taking for the alteration, reconstruction, and/or relocation of Little Alum Pond Road on the southerly side of the aforesaid express toll highway is more fully described as follows:

The taking line for said alteration, reconstruction, and/or relocation begins at a point on the southerly location line of the express toll highway, as described in Order of Taking No. 12, recorded with the Registry of Deeds for Hampden County at Springfield, said point bearing south $44^{\circ}-27'-40''$ west, 280.00 feet distant from station 812 + 19.71 of the main base line of the express toll highway, as described in said Order of Taking No. 12, and shown on the plan hereinafter referred to; thence extends south $19^{\circ}-37'-46''$ west, 426.04 feet to a point; thence extends south $7^{\circ}-37'-40''$ west, 159.00 feet to the limit of the taking; thence extends along said limit of taking north $82^{\circ}-22'-20''$ west, 60.00 feet to a point; thence extends north $7^{\circ}-37'-40''$ east, 224.30 feet to a point of curve; thence extends in a northeasterly direction by a curve to the right of 1000.00 feet radius 434.23 feet to a point on the said southerly location line, said point bearing south $44^{\circ}-27'-40''$ west, 240.00 feet distant from station 811 + 57.54 of said main base line; thence extends along said southerly location line south $12^{\circ}-47'-04''$ east, 73.93 feet to the point of beginning.

The lines defining the aforesaid takings are further defined by bounds set at angle points and points of curvature.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the takings, hereinbefore described, and designated on the plan of said takings as Parcels E-9, and E-10, said

easements consisting of the right to alter, reconstruct and/or relocate those portions of Little Alum Pond Road, in the Town of Brimfield, included in said parcels. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway or the alteration, reconstruction, and/or relocation of Little Alum Pond Road, hereinbefore described.

The aforesaid Little Alum Pond Road takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the town of BRIMFIELD, Hampden County, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY scale 1" = 50' date April 7, 1955", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
53	Rose E. Dore	0.07 Ac.	\$1.00
54	Rose E. Dore	0.56 Ac.	1.00
55	Arthur J. & Mary Bonneau	0.30 Ac.	1.00
56	Arthur J. & Mary Bonneau	1.50 Ac.	1.00
57	Arthur J. & Mary Bonneau	0.04 Ac.	1.00
E-9	Owner Unknown (Little Alum Pond Road)	0.10 Ac.	1.00
E-10	Owner Unknown (Little Alum Pond Road)	0.06 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 18th day of May, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said Little Alum Pond Road in the Town of Brimfield be altered, reconstructed, and/or relocated and its grade and alignment changed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County, and in the office of the Clerk of the Town of Brimfield, certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this seventh day of April, 1955.

William F. Sullivan
Chairman

Benjamin H. Smith
Vice Chairman

John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1955

Brimfield



STATE LAYOUT PLAN #62
I-90 Mass. Pike, drainage easement near Little Alum Pond Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 51 PAGE 20

INDEXING

STATE LAYOUT PLAN #62

Image Info SH52022 Brimfield

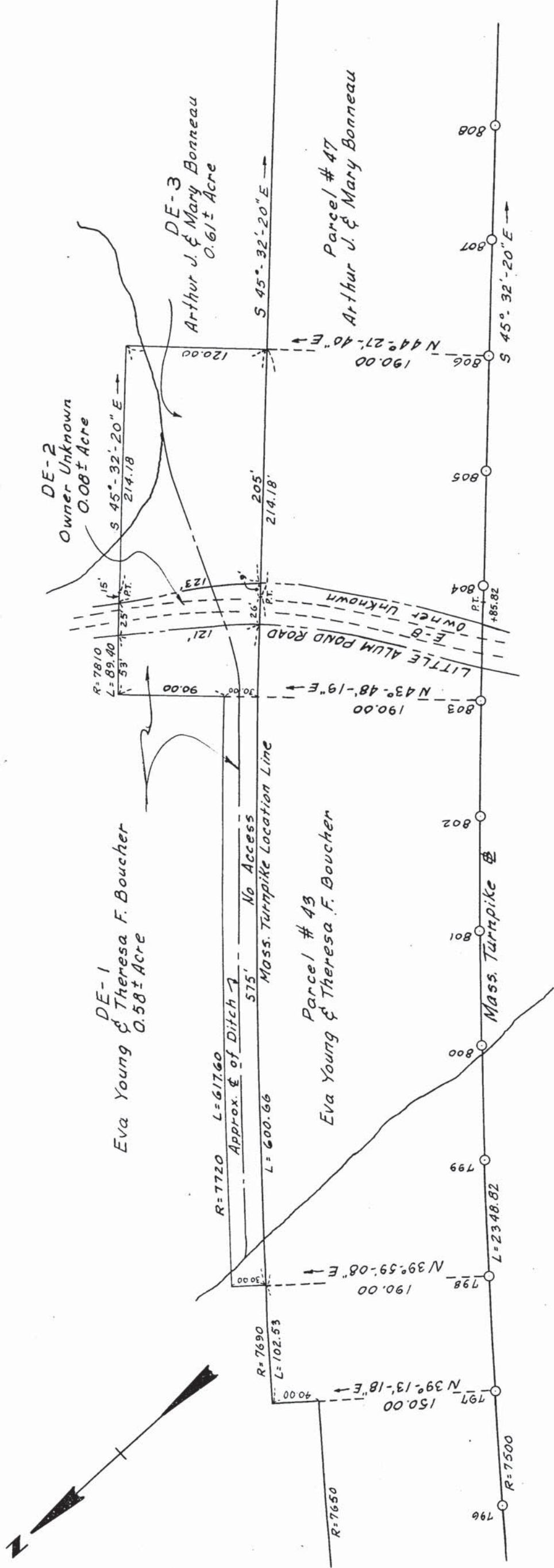
Image Info SH52022 I-90

Image Info SH52022 Little Alum Pond Road

Image Info SH52022 Mass. Pike

A true copy, attest *P. Dehaeckh*
Secretary - Treasurer

ORDER OF TAKING No. 62



This certifies that the location of the drainage easement as shown on this plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocations in connection therewith, by the

MASSACHUSETTS TURNPIKE AUTHORITY on June 23, 1955
in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman *William F. Caspary*
Vice-Chairman *John A. Newell*
Member *John A. Newell*

MASSACHUSETTS TURNPIKE AUTHORITY

Approved: *J. Henry Dean*
Howard, Needles, Tammen & Bergendoff

Plan for the location of a
Drainage Easement
for the

"Massachusetts Turnpike"

in the town of

BRIMFIELD

Hampden County

as prepared by the

MASSACHUSETTS TURNPIKE AUTHORITY

Scale: 1"=100' *P. Dehaeckh* Date: June 23, 1955

Chief Engineer

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 62

Harvard SS.

City/Town Brimfield

July 8, 1955 9:40 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated June 23, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ town of Brimfield, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 62
Town of Brimfield
County of Hampden

Filed - July 8, 1955

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 62
Town of Brimfield
County of Hampden

For the purpose of locating and constructing drainage structures in the Town of Brimfield, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway in said Town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon situated in the Town of Brimfield, County of Hampden, all of said land being taken in permanent easement, the provisions of which one hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes and conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway as described in Order of Taking No. 12 recorded in the Registry of Deeds for Hampden County at Springfield in Book 2367 Page 419, it is necessary to construct drainage structures and ditches for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in one taking, being north of and abutting the northerly location line of the express toll highway as described in Order of Taking No. 12.

The permanent easements constituting said taking consist of the right to enter upon the land included in said taking at any time to construct thereon and to maintain and use drainage structures and ditches together with the right to waste water thereon.

The permanent drainage easement taking on the northerly side of the express toll highway as described in the aforesaid Order of Taking No. 12 and consisting of parcels DE-1, DE-2, and DE-3 as shown on the plan hereinafter referred to is more fully described as follows:

Said taking begins at a point in the Town of Brimfield on the northerly location line of the Massachusetts Turnpike as described in Order of Taking No. 12, dated February 3, 1955, and filed in the Registry of Deeds for Hampden County on February 8, 1955 in book 2367, page 419, by the Massachusetts Turnpike Authority, said point bearing north $39^{\circ}-59'-08''$ east, 190.00 feet distant from station 798 + 00.00 of the main base line of the order of taking referred to above; thence extends north $39^{\circ}-59'-08''$ east, 30.00 feet to a point bearing north $39^{\circ}-59'-08''$ east, 220.00 feet distant from station 798 + 00.00 of said main base line; thence extends in a southeasterly direction on a curve to the right of 7720 feet radius, 617.60 feet to a point bearing north $43^{\circ}-48'-19''$ east, 220.00 feet distant from station 803 + 00.00 of said main base line; thence

extends north $43^{\circ}-48'-19''$ east, 90.00 feet to a point bearing north $43^{\circ}-48'-19''$ east, 310.00 feet distant from station 803 + 00.00 of said main base line; thence extends in a southeasterly direction by a curve to the right of 7810.00 feet radius, 89.40 feet to a point of tangent; thence extends south $45^{\circ}-32'-20''$ east, 214.18 feet to a point bearing north $44^{\circ}-27'-40''$ east, 310.00 feet distant from station 806 + 00.00 of said main base line; thence extends south $44^{\circ}-27'-40''$ west, 120.00 feet to a point on the said northerly location line, said point bearing north $44^{\circ}-27'-40''$ east, 190.00 feet distant from station 806 + 00.00 of said main base line; thence extends in a northwesterly direction along the said northerly location line, 190.00 feet distant from and parallel to said main base line to the point of beginning.

The aforesaid permanent drainage easement taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of a Drainage Easement for the 'Massachusetts Turnpike' in the Town of BRIMFIELD, Hampden County, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY scale 1" = 100' DATE June 23, 1955", an attested copy of which is to be recorded with this order of taking in the Hampden County Registry of Deeds at Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking the following awards are made:

<u>Parcel No</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
DE-1	Eva Young & Theresa F. Boucher	0.58 Ac.	\$1.00
DE-2	Owner Unknown (Little Alum Pond Road)	0.08 Ac.	1.00
DE-3	Arthur J. & Mary Bonneau	0.61 Ac.	1.00

The names of owners herein given, although supposed to be correct are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises

on or before the eighth day of August 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said drainage easements be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Brimfield certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority, attesting that the location of the drainage easements as shown on said plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway, known as "Massachusetts Turnpike" or for alterations and/or relocations in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 23rd day of June, 1955.

William F. Callahan
Chairman
Benjamin J. West
Vice-Chairman
John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1955

Brimfield



STATE LAYOUT PLAN #84
I-90 Mass. Pike, location of drainage easements (7)

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 52 PAGE 86

INDEXING

STATE LAYOUT PLAN #84

Image Info SH52023 Brimfield

Image Info SH52023 I-90

Image Info SH52023 Mass. Pike

Time 11:00

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 81

Hampden SS.

City Town Brinfield

September 2, 19 55

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 11, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of Brinfield, as shown on said plan.

Attest:

Edward J. Lavelle

Cassie

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 84
Town of Primfield
County of Hampden

Filed - Sept. 2, 1955

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No 84

Town of Brimfield

Hampden County

For the purpose of locating and constructing drainage structures in the Town of Brimfield, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described in Orders of Taking Nos. 3, 12, and 26; recorded in the Registry of Deeds for Hampden County at Springfield (in book 2358, at page 307 for Order of Taking No.3;

book 2367 at page 419, for Order of Taking No. 12; book 2378 at page 409 for Order of Taking No. 26) it is necessary to construct drainage structures and ditches for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in 7 takings, one being north of and abutting the northerly location line of the express toll highway, as described in aforesaid Order of Taking No. 12; one being north of and abutting the northerly location line of the express toll highway, as described in aforesaid Order of Taking No. 26; one being south of the southerly location line of the express toll highway, as described in aforesaid Order of Taking No. 3; and four being south of and abutting the southerly location line of the express toll highway, as described in aforesaid Order of Taking No. 12.

The permanent easements constituting said takings consists of the right to enter upon the land included in said takings at any time to construct thereon and to maintain and use drainage structures and ditches together and to waste water thereon.

The main base line, the northerly and southerly location lines for the express toll highway hereinafter referred to, are all described in the aforesaid Orders of Taking Nos. 3, 12, and 26.

The permanent drainage easement taking on the northerly side of the express toll highway as described in the aforesaid Order of Taking No. 12 and consisting of parcel DE-5, as shown on the plan hereinafter referred to is more fully described as follows:

Beginning at a point on the northerly location line of the express toll highway as described in said Order of Taking No. 12; said point bearing north $44^{\circ}-27'-40''$ east, 190.00 feet distant from station 807 + 50.00 of the main base line of the said express toll highway; thence extends north $44^{\circ}-27'-40''$ east, 70.00 feet to a point; thence extends south $45^{\circ}-32'-20''$ east, 100.00 feet to a point bearing north $44^{\circ}-27'-40''$ east, 260.00 feet distant from station 808 + 50.00 of said main base line; thence extends south $44^{\circ}-27'-40''$ west, 70.00 feet to a point on the said northerly location line, said point bearing north

44°-27'-40" east, 190.00 feet distant from station 808 + 50.00 of the said main base line; thence extends in a northwesterly direction along said northerly location line north 45°-32'-20" west, 100.00 feet to the point of beginning.

The permanent drainage easement taking on the northerly side of the express toll highway as described in the aforesaid Order of Taking No. 26 and consisting of parcel DE-6 as shown on the plan hereinafter referred to is more fully described as follows:

Beginning at a point on the northerly location line of the express toll highway as described in said Order of Taking No. 26, said point bearing north 31°-36'-58" west, 210.00 feet distant from station 465 + 00.00 of the main base line of said express toll highway; thence extends north 31°-36'-58" west, 268.00 feet to a point; thence extends in an easterly, southeasterly, direction by a brook to a point bearing north 31°-36'-58" west, 404.00 feet distant from station 466 + 50.00 of said main base line; thence extends south 31°-36'-58" east, 194.00 feet to a point on said northerly location line bearing north 31°-36'-58" west, 210.00 feet distant from station 466 + 50.00 of said main base line; thence extends south 58°-23'-02" west, 150.00 feet to the point of beginning.

The permanent drainage easement taking on the southerly side of the express toll highway as described in the aforesaid Order of Taking No. 3 and consisting of parcel DE-7 as shown on the plan hereinafter referred to is more fully described as follows:

From a point of beginning on the southerly street line of the Millbrook Road taking (south of the southerly location line of the express toll highway) as described in the said Order of Taking No. 3, said point bearing south 31°-36'-58" east, 183.00 feet distant from station 440 + 06.50 of the main base line of said express toll highway; thence extends north 58°-23'-02" east, 12.50 feet to a point; thence extends south 31°-36'-58" east, 69.00 feet to a point; thence extends by a brook in an easterly direction 27.00 feet to a point; thence extends north 31°-36'-58" west, 65.00 feet to a point on said Millbrook Road taking street line; thence extends north 58°-23'-02" east, 12.50 feet to the point of beginning.

The permanent drainage easement taking on the southerly side of the express toll highway as described in the aforesaid Order of Taking No. 12 and consisting of parcel DE-8 as shown on the plan hereinafter referred to is more fully described as follows:

From a point of beginning on the southerly location line of the express toll highway as described in said order of Taking No. 12; said point bearing south $44^{\circ}-27'-40''$ west, 150.00 feet distant from station 838 + 50.00 of the main base line of the said express toll highway; thence extends along the said southerly location line south $45^{\circ}-32'-20''$ east, 550.00 feet to a point bearing south $44^{\circ}-27'-40''$ west, 150.00 feet distant from station 844 + 00.00 of said main base line; thence extends south $44^{\circ}-27'-40''$ west, 50.00 feet to a point; thence extends north $45^{\circ}-32'-20''$ west, 550.00 feet to a point bearing south $44^{\circ}-27'-40''$ west, 200.00 feet distant from station 838 + 50.00 of said main base line; thence extends north $44^{\circ}-27'-40''$ east, 50.00 feet to the point of beginning.

The permanent drainage easement taking on the southerly side of the express toll highway as described in the aforesaid Order of Taking No. 12 and consisting of parcel DE-9 as shown on the plan hereinafter referred to is more fully described as follows:

Beginning at a point on the southerly location line of the express toll highway as described in said Order of Taking No. 12, said point being at the intersection of the Town Line (of the Town of Warren and the Town of Brimfield) with the said southerly location line of the express toll highway, said point also bearing south $38^{\circ}-06'-48''$ west, 150.00 feet distant from station 733 + 53.15 of the main base line of said express toll highway; thence extends in a southeasterly direction by a curve to the left of 7,650.00 feet radius, 202.11 feet to a point bearing south $36^{\circ}-35'-58''$ west, 150.00 feet distant from station 735 + 50.00 of said main base line; thence extends south $36^{\circ}-35'-58''$ west, 50.00 feet to a point; thence extends in a northwesterly direction by a curve to the right of 7,700.00 feet radius, 249.79 feet to a point on the said Town Line; thence extends north $80^{\circ}-46'-06''$ east, 68.00 feet to the point of beginning.

The permanent drainage easement taking on the southerly side of the express toll highway as described in the aforesaid Order of Taking No. 12 and consisting of parcel DE-10 as shown on the plan hereinafter referred to is more fully described as follows:

Beginning at a point on the southerly location line of the express toll highway as described in said Order of Taking 12, said point bearing south $32^{\circ}-24'-28''$ west, 150.00 feet distant from station 741 + 00.00 of the main base line of said express toll highway; thence extends in a southeasterly direction by a curve to the left of 7,650.00 feet radius 192.02 feet to a point bearing south $30^{\circ}-58'-18''$ west, 150.00 feet distant from station 742 + 88.00 of said main base line; thence extends south $1^{\circ}-44'-18''$ west, 25.08 feet to a point; thence extends south

30°-52'-48" west, 327.12 feet to a point; thence extends in a north-westerly direction by a curve to the right of 8000.00 feet radius, 213.60 feet to a point; thence extends north 32°-24'-28" east, 350.00 feet to the point of beginning.

The permanent drainage easement taking on the southerly side of the express toll highway as described in the aforesaid Order of Taking No. 12 and consisting of parcels DE-11 and DE-12 as shown on the plan hereinafter referred to is more fully described as follows:

From a point of beginning on the southerly location line of the express toll highway as described in said Order of Taking No. 12, said point bearing south 27°-49'-47" west, 150.00 feet distant from station 747 + 00.00 of the main base line of said express toll highway; thence extends in a southeasterly direction along said southerly location line to a point bearing south 26°-31'-03" west, 150.00 feet distant from station 749 + 00.00 of said main base line; thence extends south 26°-31'-03" west, 350.00 feet to a point; thence extends north 63°-28'-57" east, 28.94 feet to a point of tangent; thence extends in a northwesterly direction by a curve to the right of 8,000.00 feet radius, 182.40 feet to a point; thence extends north 27°-49'-27" east, 350.00 feet to the point of beginning.

The aforesaid permanent drainage easement takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled:

"Plan for the location of drainage easements for the Massachusetts Turnpike in the Town of BRIMFIELD, HAMPDEN County as prepared by the Massachusetts Turnpike Authority, date August 11, 1955, scale 1" = 100'", an attested copy of which is to be recorded with this Order of Taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
DE-5	Arthur J. & Mary Bonneau	0.16 Ac.	\$1.00
DE-6	John Ozut	0.84 Ac.	1.00
DE-7	Ernest G. & Nellie M. Roberts	0.04 Ac.	1.00
DE-8	William T. & Priscilla S. Watt	0.63 Ac.	1.00
DE-9	Dorothy L. Carpenter	0.24 Ac.	1.00

DE-10	Dorothy L. Carpenter	1.67 Ac.	1.00
DE-11	Thomas L. & Clara L. Lapean	0.06 Ac.	1.00
DE-12	Henry R. & Verna Prosl	1.61 Ac.	1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 22nd day of September, 1955, (unless otherwise agreed upon).

It is therefore

Voted, That said drainage easements be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Brimfield certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the drainage easements as shown on said plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this eleventh day of August, 1955.

Resistant Allen
Chairman
Benjamin H. Grant
Vice Chairman
John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1955

Brimfield



STATE LAYOUT PLAN #90
I-90, Mass. Pike, location of channel easement on Quabog River

SEE HAMPDEN COUNTY REGISTRY OF DEEDS BOOK 52 PAGE 61

INDEXING

STATE LAYOUT PLAN #90

Image Info SH52024 Brimfield

Image Info SH52024 I-90

Image Info SH52024 Mass. Pike

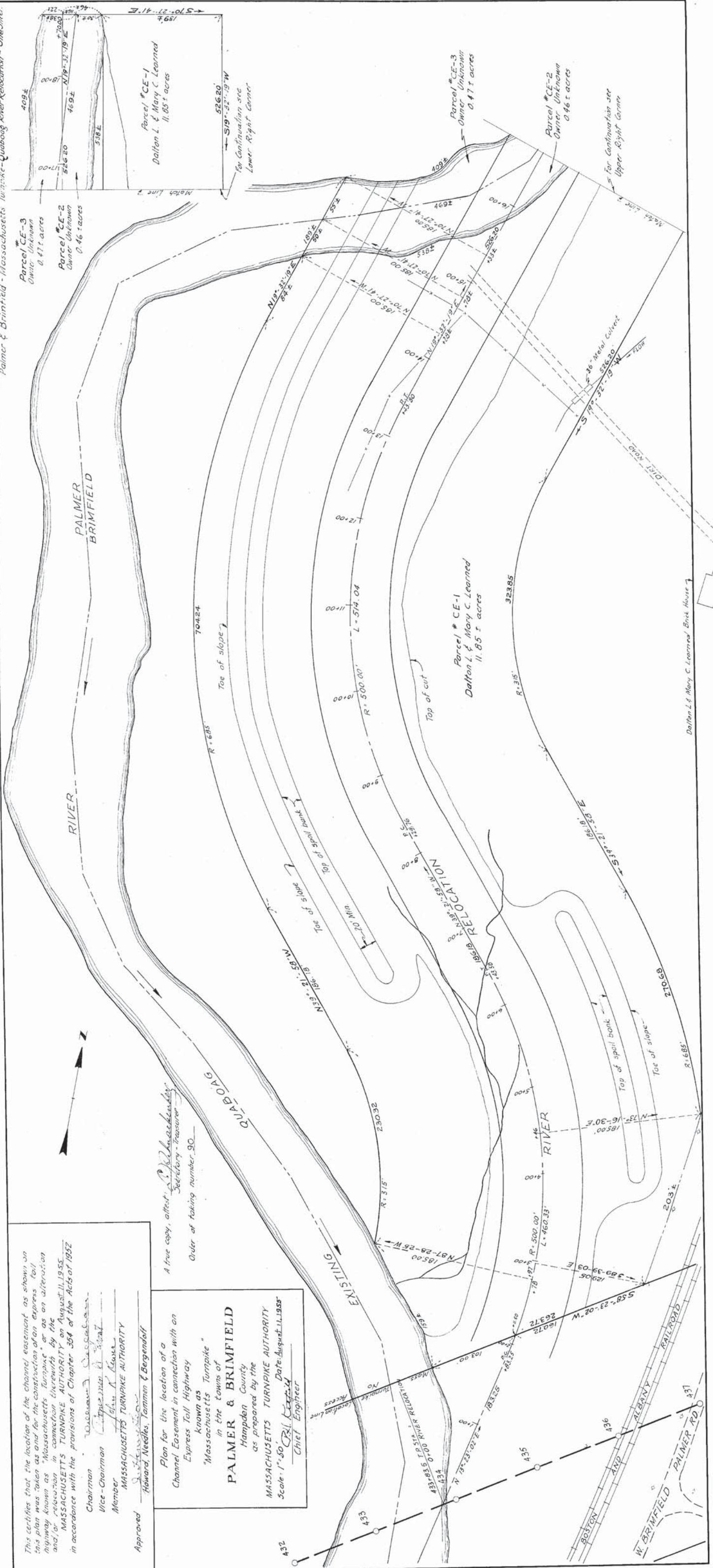
Image Info SH52024 Quabog River

This certifies that the location of the channel easement as shown on this plan was taken as and for the construction of an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY on August 11, 1955, in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman - William D. Sullivan
Vice-Chairman - John A. Ryan
Member - James A. Ryan
MASSACHUSETTS TURNPIKE AUTHORITY
Approved - Howard Needles Tammen & Bergendoff

Plan for the location of a
Channel Easement in connection with an
Express Toll Highway
known as "Massachusetts Turnpike"
in the towns of
PALMER & BRIMFIELD
Hampden County
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Scale: 1"=50' CR. L. L. L. Date August 11, 1955
Chief Engineer

A true copy, attested: S. J. H. H. H. H.
Secretary-Treasurer
Order of taking number 90



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 90

Hamden SS.

~~XCity~~/Town^s Brimfield and Palmer

August 19, 1955 1:30 P.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 11, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~^s town of Brimfield and Palmer, as shown on said plan.

Attest:

Edward J. Tanel

ass't

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 90

Town of Brimfield
Town of Palmer

County of Hampden

Filed-August 19, 1955

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON - MASS.

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 90
Town of Brimfield
Town of Palmer
County of Hampden

For the purpose of relocating and constructing a portion of the channel of the Quabog River in the Town of Brimfield and the Town of Palmer deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said towns, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Brimfield and the Town of Palmer, County of Hampden all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan, hereinafter referred to, being set forth in a schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway as described in Order of Taking No. 3 recorded in the Hampden County Registry of Deeds in Book 2358 at page 307 it is necessary to relocate and construct a portion of the channel of the

Quaboag River in the Town of Brimfield and the Town of Palmer permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in one taking which is north of and abutting the northerly location line as described in said Order of Taking No. 3.

The permanent easements constituting said takings consist of the right to enter upon the land included in said takings at any time to construct thereon and maintain and use, a new channel for a portion of the Quaboag River and consists of three parcels of land designated on the plan of said takings as Parcels CE-1 and CE-2 in the Town of Brimfield and Parcel CE-3 in the Town of Palmer. Said land shall be subject to any use by the public and others having rights therein which will not interfere with the construction, maintenance, repair and operation of the said express toll highway.

The aforesaid parcels of land and the center line and taking lines for said channel relocation are described as follows:

The center line for said channel relocation begins at a point shown on said plan as station 0 + 00.00 said point being identical with station 433 + 83.5 of the main base line of the aforesaid Taking No. 3. From said point of beginning said center line extends north $13^{\circ}-23'-02''$ east 183.25 feet to a point of curve shown on said plan as station 1 + 83.25, thence extends by a curve to the left of 500.00 feet radius, 460.33 feet to a point of tangent shown on said plan as station 6 + 43.58, thence extends north $39^{\circ}-21'-58''$ west 186.18 feet to a point of curve shown on said plan as station 8 + 29.76, thence extends by a curve to the right of 500.00 feet radius 514.04 feet to a point of tangent shown on said plan as station 13 + 43.80, thence extends north $19^{\circ}-32'-19''$ east 526.20 feet to a point in the existing channel of said river shown on said plan as station 18 + 70.00.

The taking line for said channel relocation begins at a point on the northerly location line of the express toll highway described in the aforesaid Taking No. 3, said point being on the easterly edge of the Quaboag River channel, as now existing, bearing south $58^{\circ}-23'-02''$ west and being 103.00 feet distant from station 2 + 11.50 of the hereinbefore described center line of channel relocation, thence extends northwesterly along said easterly edge of river about 159 feet to a point approximately thereon, bearing north $87^{\circ}-28'-25''$ west and 185.00 feet distant from station 2 + 78.00 of said center line, thence extends (leaving said edge of river) northerly to northwesterly (parallel to said center line and

185.00 feet distant therefrom) by a curve to the left of 315.00 feet radius 230.32 feet, thence north $39^{\circ}-21'-58''$ west 186.18 feet, thence by a curve to the right of 685.00 feet radius 704.24 feet, thence north $19^{\circ}-32'-19''$ east about 189 feet to a point on the northwesterly edge of said Quaboag River, as now existing, said point bearing north $70^{\circ}-27'-41''$ west and being 185.00 feet distant from station 15 + 33 ± of said center line of channel relocation, thence extending along said northwesterly edge of river northeasterly about 409 feet to a point bearing north $70^{\circ}-27'-41''$ west and about 22 feet distant from the point of ending of said center line shown on plan as station 18 + 70.00, thence leaving said edge of river and extending south $70^{\circ}-27'-41''$ east about 207 feet to a point bearing south $70^{\circ}-27'-41''$ east and 185.00 feet distant from said station 18 + 70.00, thence extends south $19^{\circ}-32'-19''$ west 526.20 feet, thence by a curve to the left of 315.00 feet radius 323.85 feet, thence south $39^{\circ}-21'-58''$ east 186.18 feet, thence by a curve to the right of 685.00 feet radius 270.68 feet to a point approximately on the westerly location line of the right of way of the Boston and Albany Railroad, bearing north $73^{\circ}-16'-30''$ east and 185.00 feet distant from station 4 + 46.00 of the aforesaid center line of channel relocation, thence extends southerly by said railroad location line about 203 feet to a point again on the northerly location line of said express toll highway, bearing south $89^{\circ}-39'-03''$ east and 129.05 feet distant from station 2 + 97.00 of said center line, thence extends by said northerly location line south $58^{\circ}-23'-02''$ west 263.72 feet to the point of beginning above described.

The area included within the limits of the above described taking line comprises the aforesaid parcels CE-1, CE-2, and CE-3, which are described as follows:

Parcel CE-1. A parcel of land in the Town of Brimfield, supposed to be owned by Dalton L. and Mary C. Learned, the boundary line of said parcel being described as follows:

Beginning at the aforesaid point on the northerly location line of the express toll highway at its intersection with the easterly edge of the Quaboag River channel as now existing, said point bearing south $58^{\circ}-23'-02''$ west and being 103.00 feet distant from station 2 + 11.50 of the hereinbefore described center line, and extending thence by said river edge northwesterly about 159 feet to a point approximately thereon, bearing north $87^{\circ}-28'-25''$ west and 185.00 feet distant from station 2 + 78.00 of said center line, thence leaving said river edge and extending parallel to said center line in a general northerly direction about 1205 feet to a point on the southeasterly edge of said river bearing north $70^{\circ}-27'-41''$ west and 185.00 feet distant from station 14 + 28 ± of the aforesaid center line, thence extending by said southeasterly edge of river northeasterly about 538 feet to a point bearing south $70^{\circ}-27'-41''$ east and about 46 feet distant from the point of ending of said center line shown on said plan as station 18 + 70.00, thence leaving said southeasterly edge of river and extending south $70^{\circ}-27'-41''$ east about 139 feet to a point bearing south $70^{\circ}-27'-41''$ east and 185.00 feet distant from said station 18 + 70.00, thence extending in a general southerly direction parallel to said center

line and 185.00 feet distant therefrom 1306.91 feet to a point approximately on the westerly location line of the right of way of the Boston and Albany Railroad, said point bearing north $73^{\circ}-16'-30''$ east and being 185.00 feet distant from station $4 + 46.00$ of said center line, thence extending southerly by said railroad location about 203 feet to a point again on the aforesaid northerly location line of the express toll highway, thence following said express toll highway location line south $58^{\circ}-23'-02''$ west 263.72 feet to the point of beginning above described. Said parcel contains about 11.85 acres.

Parcel CE-2. A parcel of land, in the Town of Brimfield, of an unknown owner, being a portion of the Quaboag River, as now existing, and the land thereunder. The boundary line of said parcel is described as follows:

Beginning at a point on the dividing line between the towns of Palmer and Brimfield in said river, said point bearing north $70^{\circ}-27'-41''$ west and being 185.00 feet distant from station $14 + 78 \pm$ of the hereinbefore described center line of channel relocation, thence extending by said dividing line northeasterly about 469 feet to a point bearing south $70^{\circ}-27'-41''$ east and about 16 feet distant from the point of ending of said center line shown on plan as station $18 + 70.00$, thence extends south $70^{\circ}-27'-41''$ east about 30 feet to a point on the southeasterly edge of said river, bearing south $70^{\circ}-27'-41''$ east and about 46 feet distant from said station $18 + 70.00$, thence extending by said southeasterly edge of river southwesterly about 538 feet to a point bearing north $70^{\circ}-27'-41''$ west and 185.00 feet distant from station $14 + 28 \pm$ of said center line, thence leaving said edge of river and extending north $19^{\circ}-32'-19''$ east about 50 feet to the point of beginning above described. Said parcel contains about 0.46 of an acre.

Parcel CE-3. A parcel of land, in the Town of Palmer, of an unknown owner, being a portion of the Quaboag River as now existing, and the land thereunder. The boundary line of said parcel is described as follows:

Beginning at a point on the dividing line between the towns of Brimfield and Palmer in said river, said point bearing north $70^{\circ}-27'-41''$ west and being 185.00 feet distant from station $14 + 78 \pm$ of the hereinbefore described center line of channel relocation, thence leaving said dividing line and extending north $19^{\circ}-32'-19''$ east about 55 feet to a point on the northwesterly edge of said river, as now existing, bearing north $70^{\circ}-27'-41''$ west and 185.00 feet distant from station $15 + 33 \pm$ of said center line, thence extending along said northwesterly edge of river about 409 feet to a point bearing north $70^{\circ}-27'-41''$ west and about 22 feet distant from the point of ending of said center line shown as said plan as station $18 + 70.00$, thence leaving said northwesterly edge of river and extending south $70^{\circ}-27'-41''$ east about 38 feet to a point

on the aforesaid dividing line, bearing south 70°-27'-41" east and about 16 feet distant from said station 18 + 70.00, thence extending south-westerly by said dividing line about 469 feet to the point of beginning above described. Said parcel contains about 0.47 of an acre.

The aforesaid new location for the relocation of a portion of the Quaboag River and the necessary easements therefor are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled: "Plan for the Location of a Channel Easement in Connection with an Express Toll Highway known as "Massachusetts Turnpike" in the towns of Palmer and Brimfield, Hampden County, as prepared by the Massachusetts Turnpike Authority. Scale 1" = 50' Date August 11, 1955."

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Owner</u>	<u>Area</u>	<u>Award</u>
CE-1	Dalton L. and Mary C. Learned	11.85 acres	1.00
CE-2	Owner Unknown	0.46 acres	1.00
CE-3	Owner Unknown	0.47 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the seventeenth day of September, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said relocation of the channel of the Quaboag River be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts

Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the offices of the clerks of the Town of Brimfield and the Town of Palmer certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the channel of the Quaboag River as shown on said plan was taken as and for a permanent relocation of a portion of the channel of the Quaboag River in connection with an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this eleventh day of August, 1952.

<u>William F. O'Connell</u> Chairman	MASSACHUSETTS
<u>Benjamin W. Hunt</u> Vice Chairman	TURNPIKE
<u>John R. Kewer</u> Member	AUTHORITY

1956

Brimfield



STATE LAYOUT PLAN #159
I-90, Mass. Pike, taking for microwave installation

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 57 PAGE 70

INDEXING

STATE LAYOUT PLAN #159

Image Info SH52025 Brimfield

Image Info SH52025 I-90

Image Info SH52025 Mass. Pike

FOUNTAIN & SCHLOSSTEIN

FOUNTAIN & SCHLOSSTEIN

REMAINS OF
OLD CABIN

REMAINS OF
OLD CABIN

AREA = 78,400 SQ FT
1.8± ACRES
PARCEL NO 60

280 00 N 8°-49'-13" E

280 00 S 81°-10'-47" E

137 00 280 00 N 81°-10'-47" W

Land of
Milton O Fountain
&
Frances Schlosstein
Hampden County Registry of Deeds
Book 2142 Page 472

Commonwealth of
Massachusetts
Natural Resources Div
(Hampden County Registry
of Deeds)
Book 1198 Page 514
Nov 22, 1923

5000

FIRE
LOOKOUT
TOWER

Lead in
Drill Hole

⊕ Pole (Telephone
& Electric)

Lead in
Drill Hole

R M 2

R M 1

LAT 42°-08' 31.828"
LONG 72°-13' 27.722"

STEERAGE ROCK
TRIANGULATION STATION
STATE GRID SYSTEM
X = 403,545.53
Y = 417,037.03

R M 3

Drill Hole
in Rock

FOUNTAIN & SCHLOSSTEIN

280 00 S 8°-49'-13" W

20' Right of Way to DUNHAMTOWN ROAD

1.3± Miles to DUNHAMTOWN ROAD

*This certifies the location of land shown of this plan
was taken as/and for a Microwave Installation in
connection with an Express Toll Highway known as
"Massachusetts Turnpike" by the

MASSACHUSETTS TURNPIKE AUTHORITY on August 23, 1956
in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman William F. Callahan

Vice-Chairman Benjamin H. Frost

Member John B. Kew

MASSACHUSETTS TURNPIKE AUTHORITY

Approved Henry Leon
Howard, Needles, Tammen & Bergendoff

ORDER OF TAKING 159

Plan for the site of a Microwave Installation
in connection with an Express Toll Highway
known as
"Massachusetts Turnpike"
in the town of
BRIMFIELD
Hampden County
as prepared by the

MASSACHUSETTS TURNPIKE AUTHORITY

Scale 1"=20' Date August 23, 1956

PH. Kew
Chief Engineer

A true copy, attest John B. Kew
Secretary-Treasurer

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 159

Hampden SS.

~~XXXXX~~/Town Brimfield

September 7, 1956 11:45 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 23, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~XXXXXX~~ town of Brimfield, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

Massachusetts Turnpike Authority

Order of Taking No. 159
Town of Brimfield
County of Hampden

From the office of
MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 159
Town of Brimfield
County of Hampden

For the purpose of constructing, maintaining, repairing and operating, as an express toll highway, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the taking hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in fee simple, the supposed owners thereof shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken, all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the aforesaid express toll highway known as "Massachusetts Turnpike" it is necessary to take a tract of land situated at Steerage Rock, easterly of the Dunhamtown Road, in

the Town of Brimfield, Hampden County, for the site of Microwave Tower No. 8 of the Massachusetts Turnpike Authority, in accordance with the provisions of Chapter 354 of the Acts of 1952.

All lawful rights are reserved to those people entitled, on the day of this taking, to the use of a right of way twenty (20) feet in width, leading to the Dunhamtown Road.

The taking abutts on the notherly side of property of the Commonwealth of Massachusetts, Department of Natural Resources, whereon a fire lookout tower is located, and is more fully described as follows:

Beginning at a point on the northeasterly corner of the property of the Commonwealth of Massachusetts, hereinbefore referred to; thence extends south $81^{\circ}-10'-47''$ east, 93.00 feet to a point; thence extends north $08^{\circ}-49'-13''$ east, 280.00 feet to a point; thence extends north $81^{\circ}-10'-47''$ west, 280.00 feet to a point; thence extends south $08^{\circ}-49'-13''$ west, 280.00 feet to a point; thence extends south $81^{\circ}-10'-47''$ east, 187.00 feet to the point of beginning.

The lines defining the aforesaid taking are further defined by bounds set at angle points and points of curvature.

The aforesaid taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled; "Plan for the site of a Microwave Installation in connection with an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the Town of BRIMFIELD, HAMPDEN County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 20', Date August 23, 1956", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County in Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking, the following award is made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
60	Milton O. Fountain & Frances Schlosstein	1.80± Ac.	\$1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifth day of October, 1956, (unless otherwise agreed upon).

It is therefore

Voted, That said tract of land be taken as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Brimfield, copies of this order of taking along with attested copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority, attesting that the site as shown on said plan was taken as and for a Microwave installation in connection with an express toll highway known as "MASSACHUSETTS TURNPIKE"

1956 O. of T.

in Brimfield

No. 159

Page 4.

by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-third day of August, 1956.

William F. Sullivan
Chairman

Benjamin H. Hunt
Vice Chairman

John R. Kuwer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1956

Brimfield



STATE LAYOUT PLAN #167
I-90 Mass. Pike, access road to microwave installation
off Dunham Brimfield Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 58 PAGE 40

INDEXING

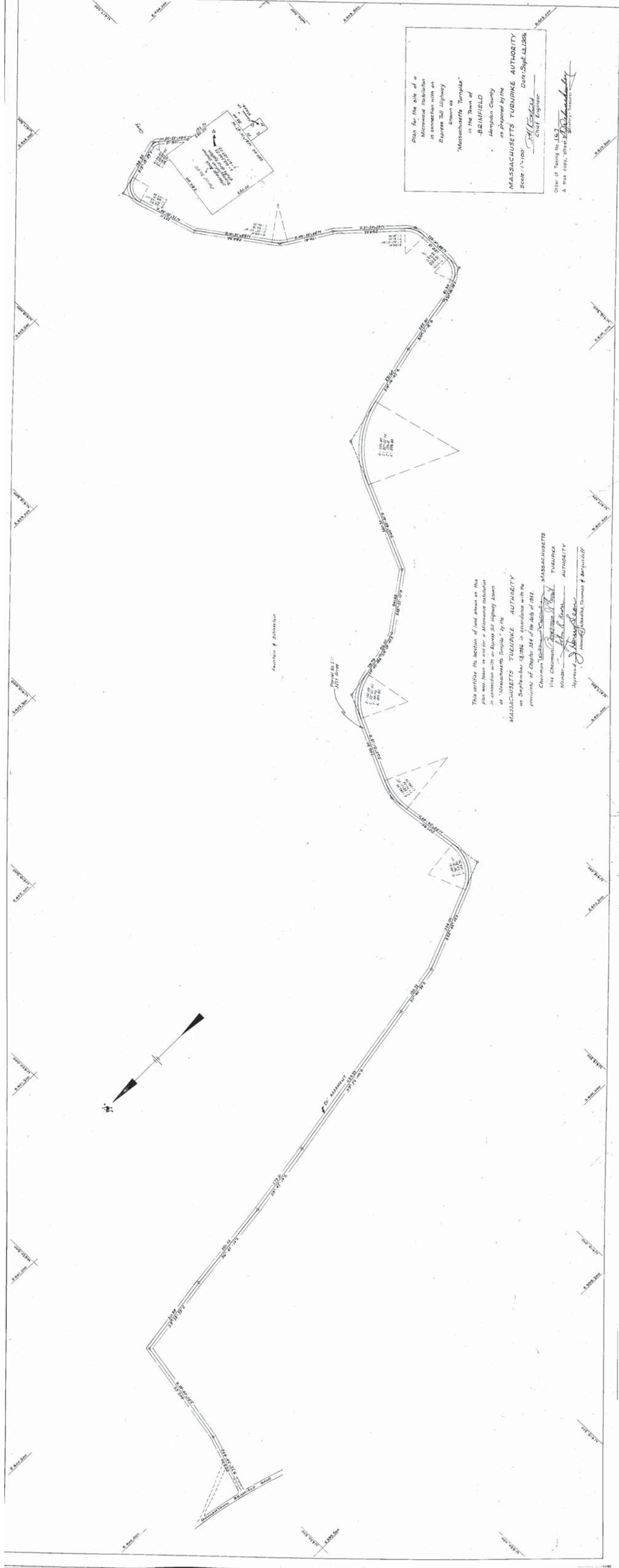
Plan Name STATE LAYOUT PLAN #167

Image Info SH52026 Brimfield

Image Info SH52026 Dunham Brimfield Road

Image Info SH52026 I-90

Image Info SH52026 Mass. Pike



Plan for the site of a
Microwave Installation
in connection with an
Express Toll Highway
known as
"Massachusetts Turnpike"
in the Town of
BRIMFIELD
Hampden County
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Scale 1"=100' Date: Sept. 13, 1956
Chief Engineer

Order of Towing No. 157
A true copy, witnessed by
Secretary

This certifies the location of land shown on this
plan was taken on order of a Microwave Installation
in connection with an Express Toll Highway known
as "Massachusetts Turnpike" by the
MASSACHUSETTS TURNPIKE AUTHORITY
on September 13, 1956 in accordance with the
provisions of Chapter 384 of the laws of 1952

Chairman
Vice Chairman
Member
MASSACHUSETTS
TURNPIKE
AUTHORITY
Approved
Secretary

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No 167

Hampden SS.

~~XXXXX~~/Town Brimfield

September 24, , 19 56

9:50 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated September 13, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~XXXXXX~~ town of Brimfield, as shown on said plan.

Attest:

Edward J. Shea
Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 167
Town of Brimfield
County of Hampden

For the purpose of constructing, maintaining, repairing and operating, as an express toll highway, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the taking hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Brimfield, County of Hampden, all of said land being taken in permanent easement, the supposed owners thereof shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken, all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the aforesaid express toll highway known as "Massachusetts Turnpike", it was necessary to take a tract of land situated at Steerage Rock, easterly of the Dunhamtown Road, in the Town of Brimfield, Hampden County, for the site of Microwave Tower No. 8 of

The Massachusetts Turnpike Authority, in accordance with the provisions of Chapter 354 of the Acts of 1952, and described in Order of Taking No. 159 of the Massachusetts Turnpike Authority, duly filed, along with a plan, in the Registry of Deeds for Hampden County in Springfield.

It is now necessary to take an easement over a private road to give access to and egress from the aforesaid site of Microwave Tower No. 8 to and from the Dunhamtown Brimfield Road, a public highway, in the Town of Brimfield, County of Hampden, is shown on a plan hereinafter referred to as Parcel No. E-11, and is more fully described as follows:

Parcel No. E-11 consists of a strip of land 20.00 feet in width extending 10.00 feet distant on each side of and parallel to the center line, herein described, said center line of easement begins at a point on the easterly side of the Dunhamtown Brimfield Road, as shown on the plan, hereinafter referred to; thence extends south $72^{\circ}-38'-44''$ east, 225.00 feet to a point; thence extends south $80^{\circ}-08'-42''$ east, 402.62 feet to a point; thence extends south $08^{\circ}-39'-39''$ east, 310.99 feet to a point; thence extends south $06^{\circ}-40'-14''$ east, 350.03 feet to a point; thence extends south $09^{\circ}-47'-14''$ east, 279.31 feet to a point; thence extends south $09^{\circ}-56'-00''$ east, 634.59 feet to a point; thence extends south $11^{\circ}-40'-56''$ east, 190.73 feet to a point; thence extends south $22^{\circ}-42'-02''$ east, 324.06 feet to a point; thence extends in a southeasterly direction by a curve to the left of 148.31 feet radius, 193.76 feet to a point; thence extends north $82^{\circ}-26'-48''$ east, 207.95 feet to a point; thence extends in an easterly direction by a curve to the right of 243.36 feet radius, 136.76 feet to a point; thence extends south $65^{\circ}-21'-15''$ east, 246.30 feet to a point; thence extends in a southeasterly direction by a curve to the right of 185.89 feet radius, 180.46 feet to a point; thence extends south $09^{\circ}-43'-49''$ east, 79.79 feet to a point; thence extends south $18^{\circ}-28'-49''$ east, 96.00 feet to a point; thence extends south $35^{\circ}-57'-10''$ east, 241.65 feet to a point; thence extends south $66^{\circ}-43'-41''$ east, 340.30 feet to a point; thence extends in a southeasterly direction by a curve to the right of 355.49 feet radius, 325.48 feet to a point; thence extends south $14^{\circ}-16'-07''$ east, 231.60 feet to a point; thence extends south $10^{\circ}-11'-18''$ east, 222.80 feet to a point; thence extends south $20^{\circ}-56'-58''$ east, 81.30 feet to a point; thence extends in a southeasterly direction by a curve to the left of 76.01 feet radius, 93.93 feet to a point; thence extends north $88^{\circ}-14'-43''$ east, 122.15 feet to a point; thence extends in a northeasterly direction by a curve to the left of 96.81 feet radius,

78.08 feet to a point; thence extends north $42^{\circ}-02'-13''$ east, 264.55 feet to a point; thence extends north $30^{\circ}-52'-20''$ east, 170.41 feet to a point; thence extends in a northeasterly direction by a curve to the right of 145.18 feet radius, 56.75 feet to a point; thence extends north $53^{\circ}-16'-01''$ east, 284.34 feet to a point; thence extends north $72^{\circ}-50'-54''$ east, 227.11 feet to a point; thence extends in an easterly and southeasterly direction by a curve to the right of 66.99 feet radius, 107.35 feet to a point; thence extends south $15^{\circ}-19'-59''$ east, 134.30 feet to a point; thence extends in a southerly direction by a curve to the right of 36.60 feet radius, 35.72 feet to a point; thence extends south $40^{\circ}-35'-33''$ west, 104.15 feet to a point on the easterly side of Parcel No. 60 as shown on said plan, and being the end of the taking.

The lines defining the aforesaid taking are further defined by bounds set at angle points and points of curvature.

Said easement consists of the right to enter upon said land at any time to construct thereon and to maintain and use said road for all purposes for which a public way may be used in the Town of Brimfield, including the right to install, maintain and operate necessary public utilities in, under and over said right of way.

All lawful rights are reserved to those people, their heirs, successors and assigns, who are entitled, on the day of this taking, to the use of this right of way, hereinbefore described, provided that they do not interfere with the construction, maintenance, repair and operation of the aforesaid Microwave Tower No. 8.

The aforesaid taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the Site of a Microwave Installation in connection with an Express Toll Highway known as 'Massachusetts Turnpike' in the Town

of Brimfield, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 100', Date September 13, 1956", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County in Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking, the following award is made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
E-11	Milton O. Fountain & Frances Schlosstein	3.21± Ac.	\$1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twenty-seventh day of October 1956, (unless otherwise agreed upon).

It is therefore

Voted, That said tract of land be taken as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Brimfield, copies of this order of taking along with attested copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority, attesting that the site as shown on said plan was taken as and for a Microwave installation in connection with an express toll highway known

as "MASSACHUSETTS TURNPIKE" by the Massachusetts Turnpike Authority
in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this thirteenth day of September 1956.

William F. Treadwell
Chairman

Benjamin W. Pratt
Vice Chairman

John R. Kew
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 167
Town of Brimfield
County of Hampden

Filed-Sept. 24, 1956

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

1902

Brimfield



Lands taken for State Highway purposes in Brimfield - written description - references Hampden County Registry of Deeds Book 645, Page 457.

Peter Willett & c to Mass. Highway Commission.

This is a written document
in file folder - Mass Highway
Commission 1898-1911.

INDEXING

Lands taken for State Highway purposes in Brimfield

Image Info SH52027 Brimfield

Commonwealth of Massachusetts.

Massachusetts Highway Commission.

4 Mt. Vernon St., Boston.

Description of Lands Taken for State Highway Purposes

in the Town of BRIMFIELD, County of HAMPDEN,
 by vote of the Massachusetts Highway Commission laying out said highway
 September 26, 1901, filed in the Registry of Deeds for Hampden
 County, _____, District, at Springfield, in accord-
 ance with Chapter 134 of the Acts of 1898.

THIS IS TO CERTIFY that in laying out this section of State highway the follow-
 ing pieces or parcels of land were taken from property now or formerly owned by
 the persons hereinafter shown, said land taken being further shown on a copy of
 a plan signed by the Massachusetts Highway Commission Sept. 26, 1901,
 filed herewith.

From: —

Peter Willett.

A strip of land on the easterly side of the highway, bounded and described as follows: Beginning at a stone bound set to mark the southerly end of the easterly line of the section of State highway as laid out in the town of Brimfield in the year 1901, said bound being in the boundary line between the towns of Brimfield and Wales and about opposite and 25 feet distant from station 0 on the centre line of said State highway; thence in said easterly line N. 8° 50' E. to a point opposite and 25 feet distant from station 1+46.83 on said centre line; thence N. 2° 06' 15" E. to a point in a division fence about opposite and 25 feet distant from station 4+21 on said centre line; thence westerly in the line of said division fence for the distance of about 10 feet to a front fence; thence in a general southerly direction to the dividing line between the towns of Brimfield and Wales, opposite station 0 on said centre line; and thence S. 79° 59' 30" E. for the distance of about 6 feet, to the point of beginning. This strip of land contains about 2,320 square feet.

Also a strip of land on the easterly side of the highway, bounded and described as follows: Beginning at a point in the easterly line of the section of State highway as laid out in Brimfield Sept. 26, 1901, said point being about opposite and 25 feet distant from station 4+46 on the centre line of said State highway; thence in said easterly line N. 2° 06' 15" E. to a point opposite and 25 feet distant from station 11+75.35 on said centre line; thence N. 3° 55' 25" E. to a division fence about opposite and 25 feet distant from station 17+14 on said centre line; thence westerly in the line of said fence for the distance of about 9 feet, to a

Peter Willett.

front fence; thence in a general southerly direction to a point about opposite station 4+56 on said centre line; and thence south-easterly in the line of a division fence for the distance of about 14 feet, to the point of beginning. This strip of land contains about 12,160 square feet.

Also a strip of land on the westerly side of the highway, bounded and described as follows: Beginning at a point in the westerly line of the section of State highway as laid out in Brimfield Sept. 26, 1901, said point being about opposite and 25 feet distant from station 5+73 on the centre line of said State highway; thence in said westerly line N. $2^{\circ} 06' 15''$ E. to a point opposite and 25 feet distant from station 11+75.35 on said centre line; thence N. $3^{\circ} 55' 25''$ E. to a division fence about opposite and 25 feet distant from station 17+10 on said centre line; thence easterly in the line of said fence for the distance of about 10 feet; thence in a general southerly direction to a division fence about opposite station 5+73 on said centre line; and thence westerly in the line of said fence for the distance of about 9 feet, to the point of beginning. This strip of land contains about 9,776 square feet.

Patrick White.

A strip of land on the westerly side of the highway, bounded and described as follows: Beginning at a point in the westerly line of the section of State highway as laid out in Brimfield Sept. 26, 1901, said point being about opposite and 25 feet distant from station 29+62 on the centre line of said State highway; thence in said westerly line N. $10^{\circ} 09' 50''$ E. to a point opposite and 25 feet distant from station 31+81.92; thence on a curve to the right, of 938.72 feet radius, to a point about opposite and 25 feet distant from station 34+04 on said centre line; thence in a general south-westerly direction in the line of a front fence to the point of beginning. This strip of land contains about 2,560 square feet.

Also a strip of land on the westerly side of the highway, bounded and described as follows: Beginning at a point in the westerly line of the section of State highway as laid out in Brimfield Sept. 26, 1901, said point being about opposite and 25 feet distant from station 36+48 on the centre line of said State highway; thence in said westerly line N. $28^{\circ} 48' 35''$ E. to a point opposite and 25 feet distant from station 38+31.38 on said centre line; thence on a curve to the left, of 512.68 feet radius, to a point about opposite and 25 feet distant from station 40+09.99 on said centre line; thence N. $11^{\circ} 23' 45''$ E. to a point opposite station 41+31.73 on said centre line; thence N. $1^{\circ} 11' 05''$ E. to a point about opposite and 25 feet distant from station 43 on said centre line; and thence in a general southerly direction in the line of a front fence to the point of beginning. This strip of land contains about 3,520 square feet.

Also a strip of land on the easterly side of the highway, bounded and described as follows: Beginning at a point in the easterly line of the section of State highway as laid out in Brimfield Sept. 26, 1901, said point being in the line of a front fence about opposite and 25 feet distant from station 41 on the centre line of said State highway; thence in said easterly line N. $11^{\circ} 23' 45''$ E. to a point opposite station 41+31.73 on said centre line; thence N. $1^{\circ} 11' 05''$ E. to a point about opposite and 25 feet distant from station 46+65 on said centre line;

Brimfield "3.

Patrick White.

thence westerly in the line of a wall for the distance of about 6 feet, to a front wall; and thence in a general southerly direction in the line of said wall and of a front fence to the point of beginning. This strip of land contains about 4,800 square feet.

Also a strip of land on the westerly side of the highway, bounded and described as follows: Beginning at a point in the westerly line of the section of State highway as laid out in Brimfield Sept. 26, 1901, said point being about opposite and 25 feet distant from station 45+87 on the centre line of said State highway; thence in said westerly line N. 1° 11' 05" E. to a point opposite station 47+37.17 on said centre line; thence N. 3° 09' 55" E. to a point about opposite and 25 feet distant from station 47+77 on said centre line; thence north-easterly in the southerly line of a Brook to a front fence; and thence in a general southerly direction in the line of said fence to the point of beginning. This strip of land contains about 1,072 square feet.

Also a strip of land on the easterly side of the highway, bounded and described as follows: Beginning at a point in the easterly line of the section of State highway as laid out in Brimfield Sept. 26, 1901, said point being about opposite and 25 feet distant from station 47+28 on the centre line of said State highway; thence in said easterly line N. 1° 11' 05" E. to a point opposite station 47+37.17 on said centre line; thence N. 3° 09' 55" E. to a point opposite station 50+43.53 on said centre line; thence N. 8° 27' 15" E. to a point opposite station 52+91.92 on said centre line; thence N. 0° 42' 15" W. to a point opposite station 55+24.28 on said centre line; thence on a curve to the right, of 674.70 feet radius, to a point opposite station 56 on said centre line; thence westerly in a division line for the distance of about 17 feet, to a front fence; thence in a general southerly direction in the line of said fence and of a front wall to the point of beginning. This strip of land contains about 11,520 square feet.

MASSACHUSETTS HIGHWAY COMMISSION,

Boston, Mass., January 3, 1902.

A. B. Fletcher
Secretary.

Peter Willett vs

to

Mass. Highway Comm.

HANDEN COUNTY RECORDS OF DEEDS.

JAN 4 1902

Received 8 30 M. A.M.

Recorded in Book 645 Page 457.

Attest *William A. Hill*

Register

Albany

Recorded in Book 645 Page 457.



End of Book ~ State Highways ~ Brimfield